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HOW TOBAC LENSES
CLEAR YOUR VISION
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No. 20,438 號八廿百四零第二第 日十二月一十年亥癸 HONGKONG, THURSDAY, DECEMBER 27TH, 1923. 四拜禮 號七廿月二十年二十國民華中 PRICE, \$3 PER MONTH

INTIMATIONS

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LIMITED.

TIME-TABLE

WEEK-DAYS		
7.00 a.m.	7.10 a.m.	every 15 minutes
7.30 " "	7.40 " "	" " " "
8.00 " "	8.10 " "	" " " "
8.30 " "	8.40 " "	" " " "
8.50 " "	9.00 " "	" " " "
9.10 " "	9.20 " "	" " " "
9.30 a.m. to 11.00 a.m.	every 15 minutes	Stop
11.30 " "	11.40 " "	" " " "
12.00 " "	12.10 " "	" " " "
12.30 " "	12.40 " "	" " " "
12.50 " "	1.00 " "	" " " "
1.10 " "	1.20 " "	" " " "
1.30 p.m. to 4.00 p.m.	every 10 minutes	Stop
4.30 " "	4.40 " "	" " " "
4.50 " "	5.00 " "	" " " "
5.10 " "	5.20 " "	" " " "
5.30 " "	5.40 " "	" " " "
5.50 " "	6.00 " "	" " " "
6.10 " "	6.20 " "	" " " "
6.30 " "	6.40 " "	" " " "
6.50 " "	7.00 " "	" " " "
7.10 " "	7.20 " "	" " " "
7.30 " "	7.40 " "	" " " "
7.50 " "	8.00 " "	" " " "
8.10 " "	8.20 " "	" " " "

SUNDAYS		
7.00 a.m.	7.10 a.m.	every 15 minutes
7.30 " "	7.40 " "	" " " "
8.00 " "	8.10 " "	" " " "
8.30 " "	8.40 " "	" " " "
9.00 " "	9.10 " "	" " " "
9.30 " "	9.40 " "	" " " "
10.00 a.m. to 1.00 p.m.	every 15 minutes	Stop
1.30 p.m. to 4.00 p.m.	every 15 minutes	Stop
4.30 " "	4.40 " "	" " " "
4.50 " "	5.00 " "	" " " "
5.10 " "	5.20 " "	" " " "
5.30 " "	5.40 " "	" " " "
5.50 " "	6.00 " "	" " " "
6.10 " "	6.20 " "	" " " "
6.30 " "	6.40 " "	" " " "
6.50 " "	7.00 " "	" " " "
7.10 " "	7.20 " "	" " " "
7.30 " "	7.40 " "	" " " "
7.50 " "	8.00 " "	" " " "
8.10 " "	8.20 " "	" " " "

Extra Car—12 midnight.
Night Cars—WEEKDAYS AND SUNDAYS
8.00 p.m. to 8.30 p.m. every 15 minutes
8.30 p.m. to 11.00 p.m. every 15 minutes
11.00 p.m. to 11.45 p.m. every 15 minutes
SPECIAL CARS
BY ARRANGEMENT AT THE COMPANY'S OFFICE
ALEXANDRA BUILDINGS
Hong Kong 1st June, 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon dep.	6.41	7.10	8.35	9.15	10.28	12.00	1.18	4.34	5.27
Yau-mat dep.	6.51	7.18	8.45	9.25	10.38	12.09	1.27	4.43	5.37
Shatin dep.	7.03	7.30	8.55	9.35	10.50	12.21	1.39	4.53	5.50
Tai-po dep.	7.17	7.44	9.09	9.49	11.03	12.34	1.52	5.03	6.03
Tai-po Market dep.	7.22	7.49	9.24	10.04	11.18	12.49	2.06	5.13	6.17
Fanling dep.	7.33	8.00	9.25	10.05	11.19	12.50	2.10	5.27	6.21
Shung Shui dep.	7.38	8.05	9.30	10.10	11.24	12.55	2.15	5.32	6.26
Shum Chun arr.	7.44	8.11	9.36	10.16	11.30	13.01	2.21	5.38	6.32
Shek Lung arr.	7.50	8.17	9.42	10.22	11.36	13.07	2.27	5.44	6.38
Canton arr.	8.00	8.27	9.52	10.32	11.46	13.17	2.37	5.54	6.48

	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Canton dep.	8.00	8.27	9.52	10.32	11.46	13.17	2.37	5.54	6.48
Shek Lung dep.	8.10	8.37	10.02	10.42	11.56	13.27	2.47	6.04	6.58
Shum Chun dep.	8.20	8.47	10.12	10.52	12.06	13.37	2.57	6.14	7.08
Shung Shui dep.	8.30	8.57	10.22	11.02	12.16	13.47	3.07	6.24	7.18
Tai-po Market dep.	8.40	9.07	10.32	11.12	12.26	13.57	3.17	6.34	7.28
Tai-po dep.	8.50	9.17	10.42	11.22	12.36	14.07	3.27	6.44	7.38
Fanling dep.	9.00	9.27	10.52	11.32	12.46	14.17	3.37	6.54	7.48
Shatin dep.	9.10	9.37	11.02	11.42	12.56	14.27	3.47	7.04	7.58
Yau-mat dep.	9.20	9.47	11.12	11.52	13.06	14.37	3.57	7.14	8.08
Kowloon arr.	9.30	9.57	11.22	12.02	13.16	14.47	4.07	7.24	8.18

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
Fanling dep.	7.45	11.30	1.30	6.20	Shataukok dep.	6.30	10.15	1.05
Shataukok arr.	8.40	12.25	3.15	7.15	Fanling arr.	7.25	11.10	2.00

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Augmented Jazz Orchestra

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Late Car to the Peak—2.30 a.m.

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- | | |
|---|---------------------------------------|
| 1 Qt. Moot & Chandon Dry Imp. Champagne. | 1 Qt. Superb Tawny Port. |
| 1 Qt. Blackberry Brandy. | 2 Qts. St. Julien Claret. |
| 1 Pt. D.O.M. | 1 Qt. Old Brown Sherry R.S. |
| 1 Qt. Martell's XXX Brandy. | 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 2 Qts. King Geo. IV or Perfection Whisky. | 1 Qt. Burgoyne's Australian Burgundy. |
| | 1 phial Pomeranian Bitters. |

No. 2 HAMPER—\$30.

- | |
|---|
| 1 Qt. Guillemart Champagne. |
| 1 Pt. D.O.M. |
| 1 Qt. Burgoyne's Burgundy. |
| 1 Qt. Martell's XXX Brandy. |
| 2 Qts. King Geo. IV or Perfection Whisky. |
| 2 Qts. Tawny Dry Port. |
| 2 Qts. St. Julien Claret. |
| 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 1 Qt. Vino de Pasto Sherry. |
| 1 phial Pomeranian Bitters. |

No. 3 HAMPER—\$25.

- | |
|---|
| 1 Qt. Burgoyne's Burgundy. |
| 1 Pt. G.F. Peppermint. |
| 1 Pt. D.O.M. |
| 2 Qts. Sup. R.O. Port. |
| 2 Qts. King Geo. IV or Perfection Whisky. |
| 1 Qt. Engbrand's XXX Brandy. |
| 1 Qt. Amontillado Sherry W.S. |
| 2 Qts. Medoc Claret. |
| 1 Qt. D.C.L. Old Tom or Dry Gin. |
| 1 phial Pomeranian Bitters. |

Hampers of all Descriptions made up to suit Customers' Requirements.

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THE THATCHED HOUSE CLUB

The Thatched House Club (London) numbers among its residents many men from the Far East who are living at home in retirement, and many who are still resident in Hongkong and the Far East will be greatly interested in the following history of the Club contributed to the *China Express*:—

The Thatched House Club, formerly known as the Civil Service Club, was built in the early sixties. The site it occupies and the name it bears, however, have an ancient history dating back to Restoration days, when a remote thatched house in St. James's Fields was licensed, or at all events, established as a tavern. St. James's Street was, then known as the Long Street, and ran, as it does to this day, from the Palace of St. James's up to the road against Albemarle Buildings, where Monk, we may suppose, entertained the Merry Monarch.

For nearly two centuries the Thatched House Tavern has been a rendezvous of the literary and political world of London, and from the stream of anecdote and reminiscence which the memory of the famous tavern evokes, one may select choice morsels at will.

Let me begin with two extracts from Swift's letters to Stella. On December 20th, 1711, he writes:—"I lined, you know, with our society, and that odious secretary (Lord Bolingbroke) would make me president next week; so I must entertain them this day & night at the Thatched House Tavern, where we dined to-day; it will cost me five or six pounds, yet the secretary says he will give me wine." Again, a week later:—"I entertained our society at the Thatched House Tavern to-day at dinner; but brother Bathurst sent for wine, the house affording none." The "society" alluded to by Swift consisted of a club, comprising the most eminent men in rank, literature and politics at the beginning of the eighteenth century. It afterwards transferred its patronage to the "Star and Garter," in Pall Mall, on account of the expense of the Thatched House.

Beneath the tavern front was a range of low-built shops, including that of Felix Rowland, the fashionable hair-dresser of Macassar Oil fame.

The Tavern was among the many haunted by Dick Steele. Through it ran a passage to the Thatched House Court, where for many years lived Mrs. Denny Johnson's famous club, later the Literary Club, in 1793, fifteen years after the death of the Sage, removed from Parsloe's Coffee-house to the Thatched House. It was the headquarters of the celebrated chess club of which Philidor was a member, and there he performed the, at that time, marvellous feat of playing three games at once blindfold.

The Dilettanti Society, founded by Sir Joshua Reynolds in 1734, met at the Tavern until the house was pulled down. There, as late as 1847, was kept the Society's famous collection of portraits, which has recently, after vicissitudes, found a home in the St. James's Club in Piccadilly.

In the early nineteenth century, that sturdiest period in the history of English Letters, from Chaucer to Hergeheimer, the Tavern lost vogue. The anonymous author of "Clubs of London," publishing in 1828, tells how he habitually eschewed Literary Societies, but was lured by a friend to the Thatched House in St. James's Street under the promise of an intellectual treat. He says his dinner was the warmed-up remains of by-gone entertainments and the wine of inferior quality. "A severe debate followed on the currency considered under many headings, after some hours of which he escaped home, vowing never again to desert his modest mutton and port for any banquet, literary or otherwise."

In the Tavern is said to have been hatched the scheme for a memorial to Nelson, which culminated in a public subscription and Trafalgar Square.

The Tavern was partly taken down in 1814, and finally demolished in 1863. On its site were erected the Conservative Club and the present building.

The architect of the Thatched House Club was James Knowles, and the decorative carving of foliage and birds was by J. S. Gould. In excavating the foundations, thirty feet below the level of the street, they came upon "fossils" of a lion's jaw and a variety of bones of the mammoth. The club-house was in its day higher than any surrounding building, and from its upper rooms there was a fine panoramic view of the surrounding town and country. The hydraulic lift was regarded as a feature of ultramodernity "of the newest and safest construction."

From the bay window, that typical embellishment of clubland, one may look out through the mists of four hundred years upon the time-worn towers of Henry VIII's palace; one may muse on the wits and the cause of society in the Augustan Age; one may spend a thought on manners and morals under the Four Georges; and then heigh-ho for the Bridge Room, and the terror of cutting with PALAZZO.

ACCELERATION OF M.M. SERVICE.

The M.M. Company, which is leaving nothing undone to popularize their Marseilles-Far Eastern service, says the *Strait Times*, "have decided dating from the departure of their outward bound steamer from Marseilles on January 10th, 1924, to make the Marseilles-Singapore run in 23 days, and Marseilles-Shanghai in 35 days. The homeward voyages, as from the same date will also be quickened. Yokohama to Marseilles will be accomplished in 30, Shanghai to Marseilles in 24, Hongkong to Marseilles in 20 and Singapore to Marseilles in 23 days, respectively also coincident with the voyage of the steamer leaving Marseilles on January 10th, 1924. The M.M. Company's steamer will not call at Penang either on the outward or homeward voyages. This acceleration of the service of the M.M. will no doubt be much appreciated by many who travel by this line."

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In short the Union of South Africa is an uncommonly attractive country. Full particulars may be obtained from the Publicity Agent, Office of the High Commissioner for the Union of South Africa, Trafalgar Square, London W.C.2.



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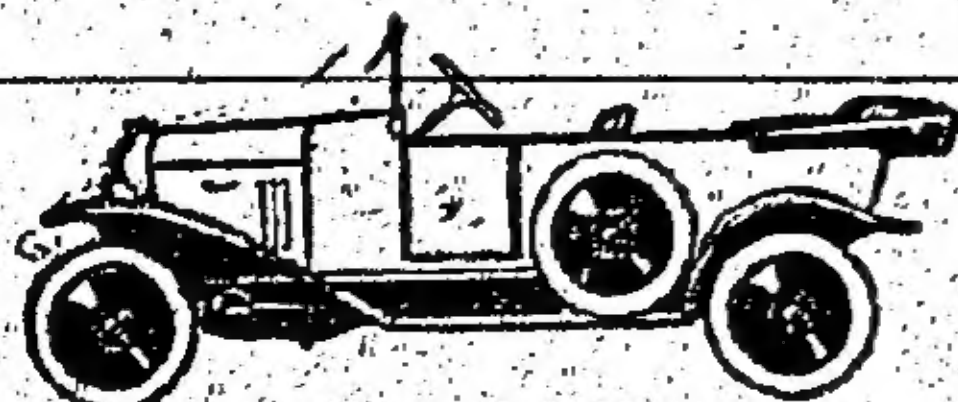
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YOKOHAMA NOTES.

The following notes are taken from the
Japan Chronicle:

LANDING OF CARGO.

In spite of the shortage of lighters at Yokohama, many having been destroyed in the earthquake, and an insufficient number of tally-clerks, the landing of cargo is proceeding fairly rapidly. Among the vessels arriving recently was the *West Cayote* from Dairea, with a cargo of 7,000 tons of Fushima coal. This is the first shipment of coal that has arrived at Yokohama since the earthquake. The agents are the Columbia Pacific Steamship Co. Lumber is also pouring in. The *West O'Rourke*, of the same company, from Portland, has brought 1,500,000 running feet of lumber, and the *Yaka*, chartered by Messrs. Dant and Russell of Portland, has brought five million feet from Portland. The *West Chesapeake* (Messrs. Struthers and Barry) also brought lumber, together with gasoline and general cargo. Among the other vessels that have brought cargo for the port are the Norddeutscher Lloyd *Halsbein* from Hamburg, which discharged 1,000 tons of cargo before she left for Tientsin. The *Hamburg-America* *Preussen*, from Hamburg and Genoa, is expected on December 15th with 1,500 tons of general cargo.

FOREIGN BANKS RE-OPENED.

A good test of the development of business is the activity of the banks, and all the foreign banks which have reopened offices at Yokohama seem to have plenty to do. In fact they have already increased their staffs and are making calls on other ports for further aid. Among those who have recently returned to Yokohama is Mr. J. Caldwell, of the Hongkong and Shanghai Bank, who arrived in time to celebrate St. Andrew's. This celebration was carried out on the *Tei Way Foong*, the hotel boat where many of the heads of foreign firms have their quarters, and the celebration, we learn, was none the less hearty in spite of only two Scotchmen being present.

FIRMS IN TEMPORARY BUILDINGS.

Among the firms which have recently moved their premises the following are to be noted:—
The Messageries Maritimes has moved into a temporary building on their old site at No. 2, Yamashita-cho.
Messrs. Mader Freres et Cie. have moved into a building on the same site.
The Silk Importing Co. has moved to a temporary building at No. 90, Yamashita-cho.
Messrs. Pila & Co. have also moved into a temporary building on the Messageries Maritimes site at No. 8.
Messrs. Illes & Co. are occupying temporary quarters behind their old building at No. 54 and intend renovating their old building for occupancy in the near future.
In the Yokohama Park temporary offices are being erected for the Police Department, Kanagawa Kencho, Municipality and Domestic and Foreign Post Offices.

FOREIGN REFUGEES IN KOBE.

Apart from Chinese, foreign refugees from Tokyo and Yokohama who are now in Kobe number 343, while the Chinese number 742. The following list, prepared by the Chamber of Commerce, gives details:—

	Male.	Female.
British	71	84
American	32	23
French	10	6
German	19	8
Russian	13	2
Italian	3	1
Spanish	4	2
Portuguese	2	2
Austrian	10	6
Swiss	15	1
Indian	469	274
Chinese		

POKER AT TIENTSIN.

CHINESE POLICE CHIEF PLAYS FOR
STAKES OF \$5,000.

Mr. John Williams was convicted in H.B.M. Consular Court before Mr. R. S. Pratt (British Vice-Consul) at Tientsin, recently, for assaulting Major Ralph Lulu, aged 38, a Chinese who is Chief of Police in the German Concession. According to the evidence the quarrel arose over a night's gambling at the Imperial Hotel. Plaintiff and defendant, with two other foreigners, had been playing poker and according to Lulu he was practically forced to play a last game, the stakes being \$5,000. He won, however, and then he alleges he was assaulted by Mr. Williams and the latter took from him the cheque he had given him just before in payment of the gambling debt. This last allegation was denied. Defendant was ordered to pay a fine of \$20 and \$30 costs.
In his evidence Major Lulu said:—We had been playing poker. There were four of us playing, and we started at 4 o'clock, playing up to dinner, and resuming at 9.15. The stake limits were \$5 and \$10, but the game grew which the trouble arose was for \$5,000.
A Tientsin paper quotes in this connection Article 276 of the Chinese Criminal Code which reads:—"Whoever gambles with any valuable thing as a stake shall be punished with a fine of not more than one thousand *yen*. The same rule shall not apply to cases where a mere article of amusement or pleasure is the stake."

"PHONING TO LONDON."

FUNABASHI'S HOPES.

The naval radio station at Funabashi (Japan), says a Funabashi message to the *Kobe Shimbun*, lately provided itself with a powerful telephone machine imported from America, which seems to be much superior to those of Peking and Formosa in quality and capacity. In the near future the first experiment of the new apparatus is expected to be made with London, Paris and San Francisco. The Funabashi station hopes to establish telephonic communication with London.

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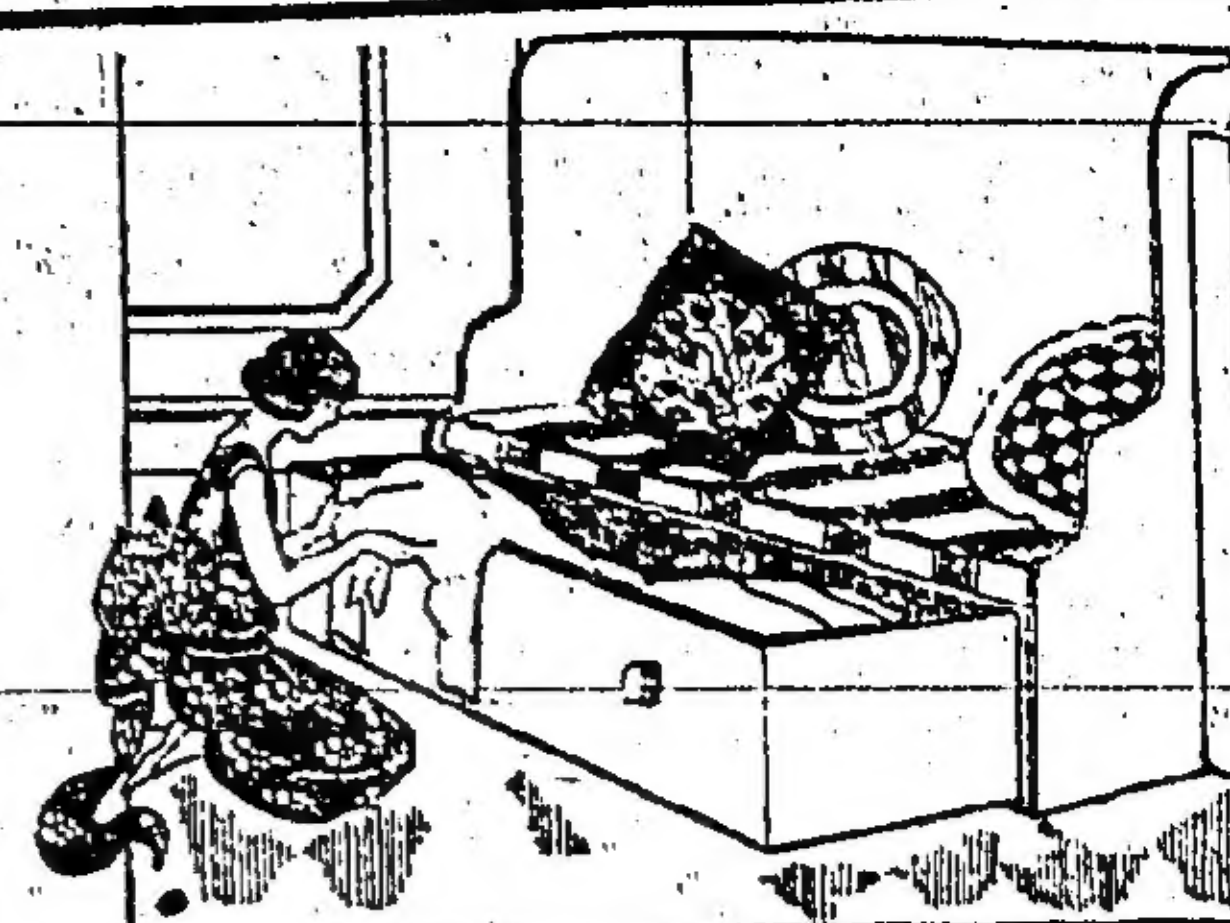
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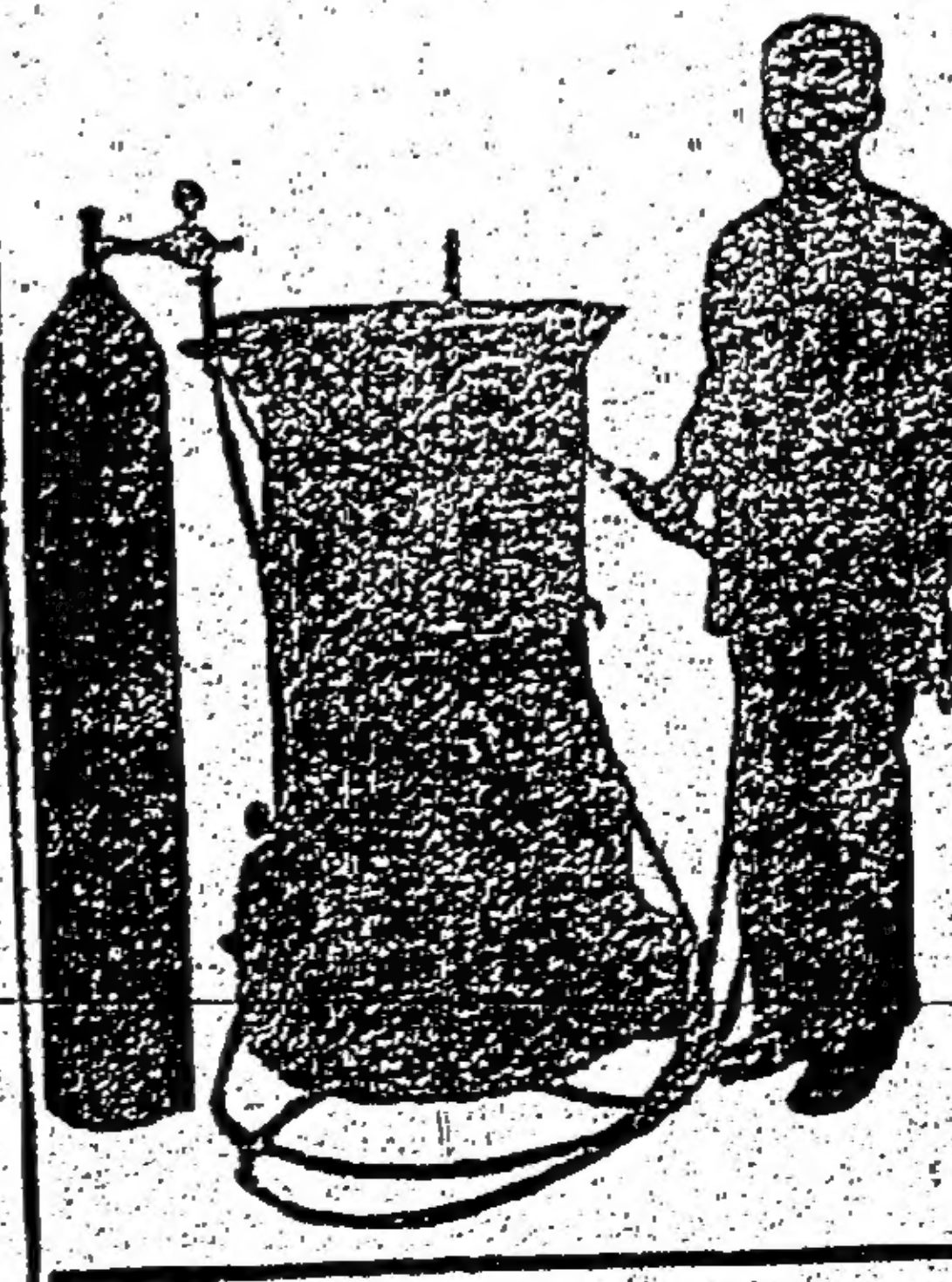
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SPORT

HOLIDAY CRICKET.

H.K.C.C. v. THE UNITED SERVICES.

The two days' cricket match between the Hongkong Cricket Club and the United Services played on Christmas Day and Boxing Day resulted in an overwhelming victory for the Club by an innings, three wickets and 203 runs. The match was remarkable for the high scoring of the Club batsmen, and perhaps its most interesting phase was witnessed yesterday morning when the Hongkong batsmen had the United Service bowlers "cold." From 10 a.m. to shortly after noon the Hongkong men gave a brilliant display and the fielders had a tiring time of it hunting the leather in all four corners of the field. In this brief spell they knocked up the best part of their very fine 413 runs for the loss of seven wickets only when they declared. "Tan"

Pearce, the Rev. E. K. Quick, H. Owen-Hughes, R. Hancock and A. L. C. Bowker all found the bowling to their liking and got over the half century mark, whilst Owen-Hughes got within 9 of the century before going out to a ball from Jacobs.

The United Services, who had compiled 91 in their first innings, were sent in again after tea and they did not fare much better in their second innings. Pomfret, first man in, went out first for seven to a catch by Lammert off Reed and when 24 had been run up Jotham was on his way back to the pavilion to a catch by Bowker. The next three wickets fell for the addition of two runs then Pafford and Stripp got together and defied the Club bowlers for a brief while, and the score mounted slowly to 69 for 7. Gould, next to the last man in, made a stand and was mainly responsible for taking the score past the century mark. The innings terminated for 110 at 3.33 p.m. Reed, bowling for the Club, secured a fine average, taking 5 wickets for 14 runs.

UNITED SERVICES.

1st Innings.

Rev. Father Purcell, st. Claxton, b. Lammert	26
Lt. Com. Jotham, c. Sayer, b. Lammert	2
Lieut. Armstrong, c. Webster, b. Lammert	5
Major Hattersley Smith, b. Reed	2
Pay-Lt. Com. Pafford, c. Sayer, b. Lammert	2
Captain Walker, st. Claxton, b. Lammert	1
Pay-Lt. Hargreaves, run out	11
Q.M.S. Stripp, c. Bowker, b. Reed	37
Q.M.S. Jacobs, run out	0
Lieut. Gould, not out	0
Surge-Lieut. Pomfret, run out	0
Extras	5
Total	91

Bowling Analysis.

	O.	M.	R.	W.
Lammert	14	3	32	5
Reed	12	4	20	2
Bowker	7	1	11	0
Quick	5.2	0	23	0

H.K.C.C.

1st Innings.

A. A. Claxton, b. w. Pomfret	9
G. R. Sayer, b. Pomfret	13
T. E. Pearce, b. Pafford	51
Rev. E. K. Quick, c. Pomfret, b. Hargreaves	63
H. Owen-Hughes, b. Jacobs	91
G. R. More, b. Jacobs	15
R. E. A. Webster, c. Armstrong, b. Hargreaves	28
R. Hancock, not out	51
A. J. C. Bowker, not out	57
Extras	35
Total (for 7 wks. dec.)	413

A. J. C. Bowker and E. G. Lammert did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Hargreaves	14	2	41	2
Pomfret	8	1	37	2
Jacobs	13	1	55	2
Pafford	15	0	99	1
Walker	4	0	21	0
Gould	23	1	127	0

UNITED SERVICES.

2nd Innings.

Surgeon-Lt. Pomfret, c. Lammert, b. Reed	7
Lt. Com. Jotham, c. Bowker, b. Lammert	15
Rev. Father Purcell, b. Reed	2
Lieut. Armstrong, c. Owen-Hughes, b. Reed	1
Major Hattersley-Smith, c. Owen-Hughes, b. Lammert	4
Pay-Lt. Com. Pafford, c. Sayer, b. Reed	31
Q.M.S. Stripp, c. Sayer, b. Reed	4
Pty-Lieut. Hargreaves, not out	21
Capt. Walker, c. Bowker, b. Quick	2
Lieut. Walker, c. Owen-Hughes, b. Quick	20
Q.M.S. Jacobs, c. Pearce, b. Quick	8
Extras	4
Total	110

Bowling Analysis.

	O.	M.	R.	W.
Reed	14	7	14	5
Lammert	10	2	47	2
Bowker	8	2	24	0
Quick	4.3	0	30	2

KOWLOON & QUEEN'S COLLEGE.

Queen's College sent over a very strong team to the K.C.C. and gave their hosts a very sound beating. The College batted first and the first two wickets down saw the double century passed. The innings was declared closed and the Kowloon then went in to face 203. The first half of the team hit up several fair scores and a fairly large total might have been looked forward to, though it did not appear possible for them to reach the College score. The later batsmen, however, were sadly disappointing and the last six men made but two between them. Madar was the bowler who caused all the trouble. He had the remarkable average of three wickets for two runs in four overs. S. H. Ismail took four wickets for 31. Madar was also in form with the bat and hit up 65 not out for the College.

QUEEN'S COLLEGE.

A. A. Rumbhah, b. Duncan	35
A. H. Madar, not out	65
A. R. Sutherland, b. Weaser	44
S. D. Ismail, not out	18
Extras	35
Total (for 2 wks.)	203

Bowling Analysis.

	O.	M.	R.	W.
Cochrane	10	0	44	0
Raven	6	0	24	0
Ramsay	13	3	33	0
Duncan	3	0	30	1
Weaser	6	0	32	1

KOWLOON.

T. Cochrane, b. S. Ismail	25
O. Raven, c. Madar, b. Sutherland	7
J. Long, b. Fletcher	8
O. Ramsay, c. Edwards, b. S. Ismail	27
F. Howell, c. Ismail, b. S. Ismail	6
W. Weaser, c. Edwards, b. Madar	0
A. Raven, c. and b. S. Ismail	2
L. Duncan, run out	0
S. Jex, c. Ismail, b. Madar	6
W. Hyde, not out	0
R. G. Lindell, b. Madar	0
Extras	9
Total	79

Bowling Analysis.

	O.	M.	R.	W.
Fletcher	5	0	31	1
Sutherland	3	0	6	1
S. H. Ismail	6	1	31	4
Madar	4.2	2	2	3

FOOTBALL.

"ENGLAND" v. "SCOTLAND."

On the Hongkong Club ground on Boxing Day, teams representing England and Scotland played the usual Charity match. The stands were well patronised and the National Institute for the Blind and St. Dunstan's Home should benefit largely.

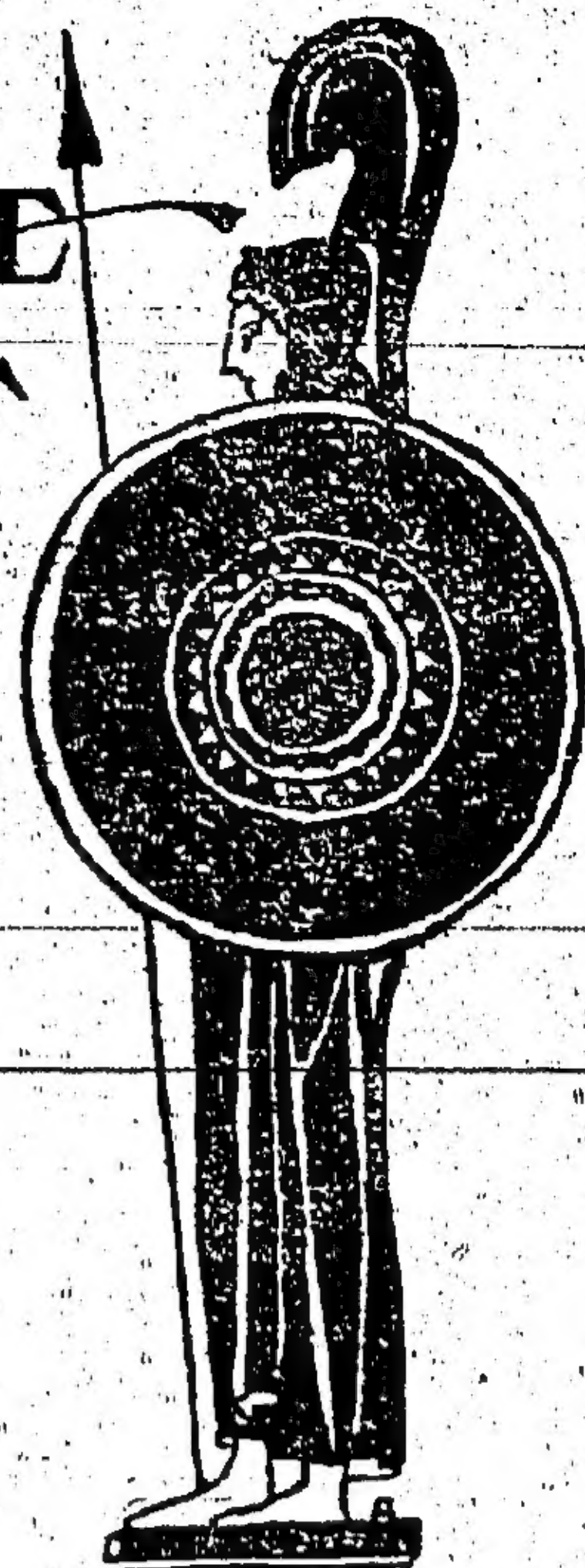
England won the toss and Begg started for Scotland. The teams were fairly well matched, England having slightly the advantage forward. After midfield play England set up a determined attack on the Scottish goal and Eaton working well in placed the ball across the goalmouth when Stewart coming out to clear from Johnson was beaten and the ball going on to Nash that player headed the ball into an empty goal. England took the lead after about eight minutes' play. Although both sides had easy chances to score there was no further scoring before the interval, England leading by a goal to nil.

Soon after the re-start England went further ahead through Eaton, who received the ball from Charlesworth and lifted it over the head of Stewart into the net. Begg scored the first goal for Scotland by a good bit of individual play. Taking the ball from a clearance by Wynne, Begg went in and beat Douglas with a fine placed shot which the goalie failed to reach. With the score two to one against them the Scottish team went away with a dash and the ball dodged about in front of England's goal until Wynne was penalised for hands close in. Begg, who was entrusted with the penalty kick, sent the ball outside the posts much to the disgust of Scotland's supporters. Following this let-off England attacked when Charlesworth, getting down on the wing, passed the ball back to Eaton who, from twenty yards range, sent in a shot, Stewart just touching the ball on its way to the net. With a three to one lead the game seemed certain for England but Begg's dropping the ball over from the touchline, England's goalkeeper let it pass over his head into the net. Shortly afterwards Begg was placed in a good position but failed to accept the chance. With Scotland attacking the final whistle sounded leaving England winners by the odd goal in five.

The teams—
England—Douglas (Surrey's), Wynne (Police) and Bishop (Club); Pether (Surrey's), Hudson (Tamer) and Lelliott (R.G.A.); Charlesworth and Eaton (Surrey's), Johnson (Police), Nash (R.A.M.C.) and Muckleworth (Surrey's).
Scotland—Stewart (Kowloon), Gerard (Club) and McKelvie (Kowloon); Mair, J. Stewart and McNeil (Club); Boleyn (Aberdeen), Forsyth (Club), Begg (Club), Hood (Aberdeen) and Duncan (Kowloon).
Referee: Mr. Smith.
Linesmen: Messrs. Clark (Scotland) and Howarth (England).

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CHRISTMAS DAY IN HONGKONG.

Christmas Day in Hongkong this year was favoured with lovely weather, the sun shining brilliantly all day, making it specially suitable for those who had allotted the day to outdoor exercise, and as a result many people spent the day in the open. The golf courses, the tennis courts, and in one or two cases the cricket grounds being well occupied, whilst a number of people took advantage of the day off and went on walking tours over the hills.

Special Christmas services were held in most of the churches during the morning which were largely attended, the congregations being given the opportunity of joining in the old time carols.

CARNIVAL AT THE HONGKONG HOTEL.

A HIGHLY SUCCESSFUL EVENT.

Last night's Christmas Carnival at the Hongkong Hotel proved an unprecedented success. The number of guests entered for was larger than ever, the accommodation of the grill-room being taxed to the utmost. Indeed the management had to resort to various skillful devices to cater for the large merry-making crowd. The private dining room adjoining the grill had to be thrown open, whilst the lounge known as "The Blue Lagoon" and the ladies' drawing room close by were also used for dinner parties. Booking for this event has been going on for the past two months, yesterday the climax was reached when Mr. Norton, the manager, was reluctantly compelled to refuse any further bookings for the carnival. The event was also unprecedented for another interesting feature in that an application to the licensing authorities for an extension of the full licence to serve liquor refreshments up to 2 a.m. was granted. This is the first occasion on which this has been done and we understand that the same facilities are to apply in connection with the carnival to be held at Repulse Bay Hotel on New Year's Eve.

The grill room was brilliantly decorated for the occasion, one of the main features being Mrs. Harrington's table where a party of 23 guests were seated. This table was made beautiful with a brilliant display of roses. Other tables were also tastefully laid out, silver snow, and Casely's crackers being in abundance. Tables were also laid out on the verandah surrounding the grill room. Something like 450 guests were present. Amongst those who entertained large parties of guests at the Carnival were: Madame Lily, Mr. Dowley, the Consul for Chili, Mr. Kadoorie, Mr. C. D. Lammer, Mr. B. L. Bridger, Com. Thursfield, Mr. Chapman, Major Halford, Mrs. Henderson, Mr. H. E. Scriven, Mr. S. C. Clayton, Lieut. Fendall, Mr. McArthur, Mr. Currie, Mr. K. E. Greig, Col. Robertson, Mr. T. Peirce, Capt. Byers, Mr. Carroll and others.

In addition to the tables the grill room itself was tastefully decorated the electric lights being wreathed in flowers and ferns, whilst the walls were covered with flags and bunting. At the entrance to the grill two Chinese silk lanterns were hung, making a very charming pretty effect.

EUROPEAN JUMPS INTO THE HARBOUR.

GALLANT RESCUE BY AN AMERICAN BLUEJACKET.

A man named Gello Alberto, aged 29 years of age and said to be an Italian, jumped into the harbour opposite the Telegraph Co.'s offices yesterday morning at nine o'clock. A sailor from one of the American warships in port, who witnessed the incident, jumped into the water after the drowning man without hesitation and succeeded in rescuing him. Alberto was later taken to the Central Police Station and the police are of the opinion that he attempted to do away with his life. He did not appear to have suffered much from the effects of the immersion, but was suffering slightly from shock and he was sent to the Government Civil Hospital by motor ambulance.

Alberto has been living at the Carlton Hotel for the past week and previously he is stated to have lived at the Astor House. Nothing much is known about the man.

WHAT CHRISTMAS REALLY MEANS.

"STOP PIPING AND GET DOWN TO BUSINESS."

A SERMON BY THE REV. J. KIRK MACONACHIE.

At the Union Church on Christmas morning the Rev. J. Kirk Macdonachie strongly condemned the attitude of the World generally towards Christmas. Taking his text from the Gospel of St. Matthew, chapter 12, verse 21: "In His Name shall the Gentiles hope," Mr. Macdonachie said:

Christmas by general agreement is regarded as especially the household celebration of the Christian year. We find its prototype in the "yearly sacrifice for all the family," which we read of in the days of Samuel, when David asked leave from Saul to go home for it.

The family gathering at Christmas time does not hold the place it once did, we are told, in English social life. It is said to be Victorian and Victorianism of course is worse than wickedness nowadays—in the eyes of some.

Holly and mistletoe and good cheer, master, mistress, children, servants, joined in the common merry-making, is something we read of in the pages of Dickens, a picture of quaint old customs far too simple and unsophisticated for the taste of to-day.

Well, that may be so as a passing phase in certain circles which are much in the limelight and therefore appear to be more representative than they really are. But on the whole Christmas still is and is likely to remain the household gathering for the vast majority of quiet folk, who do not haunt hotels and hydros nor disport themselves in country houses for their week ends.

Seeing that the festival centres around the cradle, this household aspect of its observance is inevitable. Even those who make little of Christmas on their own account recognise it as the children's festival. I hear it said pretty often that it is all very well for "the kiddies" but the rest of us would almost rather Christmas did not come round, for one reason or another, though of course the holiday as a holiday is always welcome.

Well, let it be the children's festival by all means, though one might remark in passing that the ceaseless round of children's parties and entertainments is somewhat overdone, so that the very attempts to give the young folk pleasure fall from the excess.

That is just a remark in passing, and I don't suppose everybody will agree with it, though it does seem to tax the timetable to find a free hour for a Christmas tree, and it certainly is a puzzle to think of something one can give to children which they have not got already. Now I like as much as any of you to think of all the little stockings which were hung up last night and eagerly taken down this morning, and I am as ready for a romp with the bairns when I get the chance as anyone. But I certainly do not want the great event which Christmas commemorates to pass into a nursery legend or anything like it. The Church can by no means afford to let the day pass just as keeping the cult of cradledom, a time of baby-worship, ready as we all are to bend before innocent infancy and bring it precious gifts.

"To us a Child of Hope is born,
To us a Son is given."

The feast of the Incarnation is degraded from its right level if it is made only an occasion for interesting and amusing the children, and we let ourselves forget the hope which came into our world when the Son of God took our flesh and dwelt among us.

What I have in mind in making these reflections—which somehow suggested themselves as the right thing for me to say this morning—is the tendency to play with Christianity altogether—if I may put it so—and dismiss it in effect from its rightful place in practical life.

Religion altogether, and not the Christmas festival only, seems to be regarded by many people as something useful for the training of youth, but to be dropped like other school subjects to tell when days. Bishop Lander used to tell when he was in Hongkong how his little boy asked one day, "Father, when shall I be old enough not to go to Church?" The child then mentioned so-and-so and so-and-so, most of the grown up people apparently whom he knew. They did not go to Church though they sent their children, and very naturally the little man inferred that not going to Church was one of the privileges of adult life.

This kind of thing is extremely common; one wonders what parents think is going to happen in the future, if they think about it all. Sending their children to Sunday school is about all that many people think incumbent upon them in the way of religious observance of any kind, and of course there is but one result to be expected, and that is paganism in a couple of generations—indeed we have a great deal of it already owing to these very excuses.

So what I am hoping to enforce is that those of us to whom Christmas means anything beyond just a holiday shall try to see that it means enough. Because if our Christianity means anything it means everything. I don't see how we are to get away from that, and I am quite sure that those of us to whom our holy faith is a reality have no wish to get away from it.

HOLY-DAYS DROPPING INTO WEEK HOLIDAYS.

On Sunday evening we were reminded in a very touching and telling way, if I may say so, how necessary it is that our Christmas joy should not stop short of what it is meant to be. We were told, and it is always timely at this season to hear it, that all the happy charities and kindnesses which are amongst us at the Yuletide should lead our hearts and thoughts up to the heavenly source from which they spring, and that we should not let our happiness fall short of the "good tidings of great joy" which is what God's gospel means if it means anything. I am sure that will bear emphasising on any Christian festival that comes round. We do need to see that in this matter the good is not allowed to become the enemy of the best, and that our Christian-holy-days do not drop into mere holidays, which are liable, unfortunately, with too many to have nothing holy about them.

I like to have a service of praise and worship on Christmas day for that reason. I believe that that is the reason at the back of people's minds which makes them want to meet for worship on this day, and I can't help feeling sorry that so many of my good Scottish countrymen, who are numerous represented in this Church, refuse to see it in that light.

They know I love them, and when occasion calls I speak up for them, and sometimes get into trouble for doing it. So they won't take umbrage if I say we miss them on this happy day of the Christian year, and wish more of them had it in their hearts to rally with the rest of us to the House of Prayer. It is a matter of early training and usage to a great extent no doubt, so my words just now must not be taken to imply blame or censure; one may wish a thing were otherwise without being condemnatory about it.

But let me resume my main point, which really is the need for taking our Christianity at its real worth and not just delighting ourselves or entertaining ourselves over it as a sort of pleasing legend or tradition.

When we consider the general condition of the world to-day the thought is forced upon us that the troubles in which it is involved are in the end to be traced back to this very failure to take Christ's gospel for the reality which it is. Let your mind dwell on one aspect of the terrible facts, and the Christmas carols stick in your throat.

"ALMOST A MOCKERY."

It seems almost a mockery to enjoy the charm of those wonderful words and tuneful sounds when all the time the meaning of them would appear to have almost no weight whatever in the actual aims and proceedings of the nations which have professed and called themselves Christians. It really is appalling, when one thinks of it, and little wonder that the whole thing should be rejected with contempt, as it is in some quarters. You and I know that it is not Christianity which is at fault but the lack of Christianity, but we need not be surprised that those who know less about the matter say that if this is Christianity they want none of it.

The very words, however, carry the answer with them. "This" is not Christianity—this is the jealousy which fills the hatred, the jealousy which fills the world and seems like to turn the hand of man against his neighbour. If Christianity were given its chance we should behold a very different state of affairs, and not until it is given a chance will there be any real improvement.

We get up leagues and pacts and agreements and conventions between nations, but they are all like so many fences over the tops of which suspicious peoples are eyeing one another, and no sooner are these international documents signed than the parties to them are each on the watch to see the others break through them. An ounce or two of a really better spirit will go farther than a ton of cautious treaties to produce a world in which quiet folk will be able to go about their business in peace and carry on the world's work, which is now so much at a standstill amid the alarms and excursions which abound on every hand.

"The heart must ring Thy Christmas bells," says Whitely in his hymn, and most truly, for if the chime does not come from the hearts of men it is but sound from brass from the Church steeple. That is so often imagined as coming amongst us and being supposed to see us might easily be imagined telling us to stop our piping and get down to business, to take a rest from singing pretty things about goodwill and peace, and set about arranging things like practical men in ways which are calculated to stir up goodwill and prevent the peace being broken.

The world will never get out of the horrible ruts it has fallen into until its inhabitants come to see that they must bring religion down from practical things and realise that it is the most practical thing on earth. So I believe, and I believe it more and more strongly with every year of my life, that I have spent 40 years of my life preaching or preparing to preach the glorious gospel of the blessed God, and it is unbearable now at the end of the long day to see that gospel treated so much as if it were only a beautiful dream, something for the poet to rhapsodise over, the artist to exercise his brush upon, the musician to decorate with melody and harmony. I know and have seen in the hard experience of life that the gospel of Jesus Christ is in very deed and truth a power, a power of God unto salvation to every one that will believe it. I know that the Redeemer of men was not misnamed when they called Him Jesus, for I have seen Him save many from their sins, and know He is able to save all if they want to be saved.

(Continued at foot of next column.)

CHRISTMAS CRIME.

POLICE ON THE TRACK OF BIG ROBBERY GANG.

THE CHRISTMAS EVE ROBBERY.

The police are of the opinion that the last three big robberies committed in Hongkong during the past month are the work of one and the same gang. Previous to Christmas Eve the gang are said to have had two robberies to their credit, one at a medicine shop at West Point, and the other at a bird shop in Des Vaux Road Central. In both cases the robbers got away with big hauls. Another robbery committed on Christmas Eve shows that the gang are well informed as to where they are most likely to be successful in their nefarious operations. This last robbery was carried out in a very cool and independent manner. At about 6.15 p.m. two men armed with revolvers and daggers entered the Tong Cheong Medicine Shop at No. 3, Wa Fong Street, and held up the inmates. They followed the usual *modus operandi* and opened four safes on the premises, two of them with keys. The other two they turned upside down and with hammer and chisel cut out the bottoms of the safes and extracted the contents. The operation must have taken about three hours and a half. The police have not yet ascertained the total value of the property stolen, but it is believed to be about \$3,000, including some six or seven gold wrist watches, a quantity of other jewellery and two deposit receipts for \$1,000 each.

Shortly after the robbers had left the premises and the alarm had been raised a Chinese, wearing a long coat and several silk suits, was arrested by a constable on a tram-car. These suits have since been identified by the inmates of the shop as being part of the property stolen. The man refuses to speak as to the haunts of the rest of the gang.

ANOTHER ROBBERY YESTERDAY.

THE FOLLY OF LEAVING THE DOOR OPEN.

At 10.20 a.m. yesterday another robbery was committed, the place of operation this time being No. 50, Chatham Road, Hongkong. A cook-boy, who was in the house alone at the time, says that the door of the house had been left open and that three men entered by it. One of them asked after a certain man—a Chinese. This was followed by two of the men producing daggers and the third a revolver. The cook-boy was bound and gagged and thrown on the bed, and the robbers searched the place. Fortunately, their haul was not a great one, property to the value of \$21.50 being stolen. The robbers made off in an unknown direction and after the cook had managed to struggle to the verandah the alarm was raised and a search for the robbers took place, but without success.

COLLISION AT SINGAPORE.

ITALIAN STEAMER ARRESTED CLAIM BY THE GLEN LINE.

The Lloyd Triestino liner *Fiume* L. was arrested at Penang on December 14th. It appears that while leaving Singapore the *Fiume* L. collided with the *Glenamoy*, which was moving into Singapore harbour at the time. The *Fiume* L. continued on her voyage, and having left the harbour did not detain there. Acting on instructions however, the Marshal of the Supreme Court, Penang, arrested the vessel in the Penang harbour. It is understood that heavy damages are being claimed from the *Fiume* L., and until arrangements and satisfactory guarantees are made between the parties the *Fiume* L. will remain under arrest in Penang.

The *Fiume* L. is owned by the Lloyd Triestino Line and is a vessel of 3,800 tons net. She is bound from the Far East to Trieste via Colombo.

But I know too that men and women are prone to hug their sins, and do not really want to be set free from them, until at long last they are fairly beaten down and disgusted with themselves for the hardness of their hearts, and the sorrows which that brings upon them. And I hope and pray that God is leading the peoples of the world, as He leads individual men and women, by the very distress and losses which have come upon them, to understand that if they would reap tranquility they will have to sow righteousness, and that no devices of man or devil can cause welfare, to spring out of the selfishness which has hitherto misled this world. The greater part of the power and authority of this big world has rested for centuries in the hands of the Christian races, and it seems to me that the Christ whose name they carry but do not adorn speaks to them to-day by many voices: "Why call ye me Lord, Lord, and do not the things which I say?" For can we deny that His will has been flouted in an empty worship, that His word is set aside as a counsel of perfection, that in short while men have been ready in a measure to turn to Jesus Christ for comfort, consolation, not to say coddling; they have excluded Him from the strength of their prime and conceded Him a place only in the sick room and the nursery. By the sick bed and the cradle indeed He is to be found, condescending to the weak and lowly and unprotected. But in the warehouse and the senate too He must be enthroned, and crowned Lord of all, if all flesh is ever to see the full salvation of our God.

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NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM,
HAMBURG AND BREMEN.

THE Steamship

"OLDEKERK"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves delivery may be obtained. Goods not cleared by the 2nd January, 1924, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 2nd January, 1924, at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever. Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN.

General Agents.
Hongkong, 24th December, 1923. [1765]

RICKMERS LINE.

NOTICE TO CONSIGNEES.

FROM HAMBURG AND ANTWERP.

THE Steamship

"ODIN"

having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on 31st inst., at 10 a.m. by Messrs. Anderson & Aishe.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd proximo, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

NAAMLOZE VERENIGING

CARL BODIKER & CO'S

HAMBURG-AMSTERDAM (LTD.)

Agents, Rickmers Linie.
Hongkong, 26th December, 1923. [1766]

THE BEN LINE OF STEAMERS, LTD

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAIT.

The Steamship "BENMACDUIH"

CONSIGNEES of Cargo are hereby notified that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th Jan., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.
Hongkong, 20th December, 1923. [1745]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godowns on and after 24th December.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 29th December, will be subject to rent.

All claims against the Steamer must be presented to the undersigned on or before the 15th January, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.
Hongkong, 23rd December, 1923. [1764]

KOMOR & KOMOR

ALEXANDRA BUILDINGS.

LAMPS

and

LAMP SHADES

THE LATEST PATTERNS FROM PEKING.

[1769]

INTIMATIONS

INTERPORT RUGBY.

HONGKONG F.C. v. SHANGHAI F.C.

At CRUTE GROUND, HAPPY VALLEY on

WEDNESDAY, JANUARY 2ND, 1924.

Kick off 4 P.M.

ADMISSION:

Covered stand, Members ... \$1.00.

Non-Members ... 2.00.

Open stand ... 50 cts.

Booking at MOUTRIES.

Club Members from 24th-27th inst. inclusive

Non-Members on and after 28th inst.

NAVY v. SHANGHAI F.C.

On THURSDAY, JANUARY 3rd, 1924.

Kick off 4 P.M.

ADMISSION:

Covered stand, Non-Members ... 50 cts.

Open stand ... 20 cts.

[1760]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

Certificate 5/18 7496 dated Hongkong

5th April 1922, for Five Shares of this Bank

numbered 62978/62980 inclusive registered

in the Name, Mrs. GLAFIRA MARIA EG

DA SILVA ABELLA has been destroyed

by Fire, and should this Certificate not be

presented to the Bank before the 17th January,

1924, a New Certificate for the Shares will be

issued, and the aforesaid Certificate No. 5/18

7496 will be thereafter treated by this Corporation

as Null and Void.

By Order of the Court of Directors,

A. G. STEPHEN,

Chief Manager.

[1758]

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. A/68 for Nine Shares,

24 per share paid up, numbered 98949/

98951 in this Society standing in the name of

KWONG SING LUNG of Yichang has been

declared LOST and if at the expiration

of One Month from the date hereof the above

document be not forthcoming the said Certificate

will be deemed cancelled and of no effect, and

a NEW Certificate for the Nine Shares will be

issued in its stead by the Society.

C. MONTAGUE EDE,

General Manager.

Hongkong, 11th December, 1923. [1696]

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in connection with above Steamer

are hereby informed that their goods

with the exception of Opium, Treasure

and Valuables are being landed and stored

at their risks into the Godowns of the Hong-

kong-Kowloon Wharf and Godown Co., Ltd.,

Kowloon, whence delivery may be obtained

immediately after landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before Noon, To-day, requesting it to be landed

here.

Bills of Lading will be countersigned by

the Undersigned. Goods remaining undelivered

after the 27th instant, at Noon, will be

subject to rent and landing charges.

All claims must be sent in to me on or

before the 31st instant, or they will not be

recognized.

All damaged packages will be examined on

Thursday, the 27th instant, at 10 a.m., by

Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSSE,

Acting Agent.

Hongkong, 21st December, 1923. [1755]

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EARLIER CABLES.
(THROUGH BATES'S AGENCY.)
FRENCH AIRSHIP STILL
ADRIFF.
MYSTERY OF THE "DIXMUDE."

TUNIS, December 24th.
With regard to the big French dirigible Dixmude, which became disabled on a trial cruise over Algeria, the military wireless station at Gabes, which is situated near Medenine and that there was a place there where the Dixmude was seen, the Dixmude is the ex-Zeppelin LZ 12. The cruiser Muhommed and other vessels have proceeded to the Gulf of Gabes to render assistance.

LATER.
With a crew now stated to number 51, the airship Dixmude seems at present to have disappeared. Messages from Tunis, in Paris, state that the Dixmude is no longer in sight from the landing ground at Medenine, near the Gulf of Gabes. No replies have been obtained from wireless or flares.

It is feared that the airship may be out of control as the commander yesterday signalled that her petrol was running out and several of the crew were ill.

Another report says the airship is damaged and is drifting seaward in a violent gale.

Toulon, December 24th.
The latest news from the Dixmude says she is being driven by a strong wind west of Tatabou. It reports that it has sufficient petrol to enable it to keep aloft and choose a landing place when conditions are safe.

GERMANY AND THE ALLIES

LATEST GERMAN MEMORANDUM.

LONDON, December 25th.
A German memorandum has been presented to Paris, Brussels, Rome and London, indicating various questions dealing exclusively with the occupied territories, on which the German Government requests the opening of discussions. Questions raised by the document concern the economic relations between the occupied and unoccupied territories, the duties on goods, currency, banking, Rhine navigation, railway traffic, and the general administration and domestic legislation.

SUGGESTED ALTERATIONS IN RHINELAND.

LONDON, December 25th.
The German memorandum to the Allies suggests that the customs tariff in the occupied area be brought into line with those prevailing in unoccupied Germany. It requests permission to circulate stable money guaranteed by the towns and communities and the Landbank in the Rhine Province. It desires the reinstatement and freedom of the Rhine shipping and points out that the congestion on the railway could be relieved by the recall of the German railwaymen, who alone understand the system in the industrial area. It says the payment of the German railwaymen's wages and railway fares in francs is prejudicial. It declares that the police forces in the Ruhr are not sufficient to carry out their duties and a larger percentage of trained men should be recalled to duty. It remarks that the installation of tax collectors and reinstatement of German ex-officials is essential, and observes that the resumption of immunity of Reichstag members, and members of the Federal Parliament, and the right of assembly and independence of the law courts, is a necessity.

BRITISH POLITICS

MR. MACDONALD AND THE LIBERAL PRESS.

LONDON, December 24th.
Liberal organs and the Daily Telegraph refer in severe terms to a speech by Mr. Ramsay MacDonald at Elgin, where he suggested that an attempt was impending to "wangle the constitution." The papers declare that this sort of language is intended to convert the action of trickery to uninformed people. They further take him to task for suggesting that the Unionist Government has not resigned because it hopes to effect an unwholesome and unprincipled coalition. They point out that Mr. MacDonald, apparently ignores Mr. Asquith's declaration against such compact and accuse Mr. MacDonald of not giving the reasons for his allegations.

DISTRESS IN GERMANY.
BRITAIN UNABLE TO HELP.

LONDON, December 24th.
The British Red Cross, replying to a world-wide appeal sent out by the International Red Cross for the despatch of money, food and clothing to Germany, says that in view of the extensive unemployment and consequent suffering, Britain regrets that she is unable to make a special appeal on behalf of distressed people in Germany.

INDIAN POLITICS.

INDEPENDENT NATIONALIST LEADER TO FORM MINISTRY.

CALCUTTA, December 24th.
Following Mr. Das's refusal to accept the Premiership, the Governor has invited the leader of the Independent Nationalists to form a Ministry, but the latter will only agree if the other Ministers are chosen from his party, which is unacceptable on account of the Nationalists' inability to secure a majority because they are unable to secure Swarajists' support. Thereupon the Governor has selected Mr. Surenath and Mr. Mukherjee, Fas-tooling, both members of the old Council.

POSITION IN GREECE.

MR. VENIZELOS WILL RETURN.

ATHENS, December 24th.
Mr. Venizelos has intimated that he will return to Athens on January 2nd.

LATER.
Mr. Venizelos does not intend to form a Cabinet, only object being to restore normal conditions.

MUNIFICENT AUSTRIAN
TO MAINTAIN VIENNA
UNIVERSITY.

VIENNA, December 24th.
A munificent offer has been made by Herr Rosel, who is reputedly the richest man in Austria, to maintain the Vienna University in view of the Government's inability to make grants to Universities, Museums or Libraries. It is estimated that Herr Rosel's offer, which will be carried out until the State again takes over the responsibility, will be nearly half a million sterling annually. Other philanthropists have offered generous donations to the Chancellor for other institutions affected.

SMOKING IN AEROPLANES
PROHIBITED.

LONDON, December 24th.
Smoking in aircraft registered in Britain and Northern Ireland, wherever they may be and in foreign aeroplanes under British and Northern Ireland, is prohibited under the Air Navigation Order, operating from January 1st.

ANARCHIST ACQUITTED.

PARIS, December 24th.
A cause celebre, namely the trial of the anarchist girl, Germaine Berthoin, on a charge of murdering M. Plateau, the leader of the Royalist organisation Camille Du Rol, has ended in the acquittal of the accused.

STILL WITHOUT A CABINET

THE HAGUE, December 24th.
The Queen of Holland has requested the party leaders of the Right in the Second Chamber to form a Cabinet.

RAISULI STILL ALIVE.

TANJORE, December 24th.
It is officially stated that Raisuli is still alive and that his condition has improved.

AUSTRALIAN CRICKET
RECORD.

MELBOURNE, December 24th.
Queensland scored 162 in their first innings and 135 in their second, Rowe being unhit with 55. Victoria scored 638 for two (declined). Ponsford scored 248, and Mayne 200, the first wicket partnership yielding 456, an Australian record.

AMERICAN HORSES TO
COMPETE AT ASCOT

NEW YORK, December 24th.
Mr. Bosworth, the handicapper of the American Jockey Club, has announced that he has received Mr. Sinclair's entries of Zet and Graylag for the Ascot Gold Cup in 1924.

Graylag is a five-year-old and the outstanding handicap horse of the 1923 season. He is one of the best horses of the American turf, with tremendous speed and great courage, and is an excellent weight-carrier.

LATEST CABLES.

HOME FOOTBALL.

CHRISTMAS DAY'S RESULTS.

LONDON, December 25th.
Following are the results of to-day's Association matches:

FIRST LEAGUE.

Aston Villa, 1; West Ham U., 1.
Blackburn R., 2; Preston N.E., 0.
Bolton W., 2; West Brom. A., 0.
Burnley, 0; Middlesbrough, 0.
Liverpool, 0; Newcastle U., 1.
Nottingham F., 2; Chelsea, 0.
Sheffield U., 1; Cardiff City, 1.
Tottenham H., 1; Huddersfield T., 0.

SCOTTISH LEAGUE.

In the match between Third Lanark and Dundee when play was abandoned the scores stood at one all.

EARLIER CABLES.

MEXICAN REBELLION.

GOVERNMENT HAS SITUATION IN HAND.

NEW YORK, December 25th.
Belated Government reports state that order has been restored at Puebla and that traffic between there and Mexico City is resumed. Two thousand prisoners are en route to the capital where they will be freed owing to their having been coerced into joining the revolution. President Obregon states that those responsible have generally saved themselves. The next step is the despatching of columns against the smaller towns towards Puebla in order to clean up that sector preparatory to a drive towards Vera Cruz.

SAD CHRISTMAS TRAGEDY

PRIEST'S ERRAND OF MERCY
ENDS FATAALLY.

Nome (Alaska), December 25th.
An Eskimo has arrived here after a 75 mile journey and reports that the Reverend Father Ruppert has lost his life in an attempt to carry Christmas cheer to the Hot Springs Orphanage, near Pilgrims River. The first intimation of the tragedy was the arrival at various places of dogs belonging to Father Ruppert's team. A search party found the clergyman's body four miles from the Orphanage. It is believed that reindeer caused the dogs to scatter.

BIG RUM RUNNING
CONSPIRACY.

NEW YORK, December 25th.
Prohibition officials announce the discovery of one of the greatest rum running conspiracies, through the arrest of an Englishman, who was captured in his motor boat in the vicinity of the rum fleet. The documents seized included a list of names believed to be bootleggers scattered throughout the country.

THE CANTON CUSTOMS
STORY.FULL TEXT OF THE
CORRESPONDENCE.

POWERS AND SUN YAT SEN.

PEKING, December 15th.

Sir James Jamieson, Senior Consul at Canton, has just transmitted to Dr. Sun Yat Sen the note of the Powers regarding his request that they consider the granting of a portion of the Customs surplus to the Southern Government. That having been done, the Dean of the Diplomatic Body has released the complete correspondence which has passed on the subject, covering two memoranda from Dr. Sun and a telegraphic and a written reply thereto.

In chronological order, these documents appear below.

REPUBLIC OF CHINA,
Generalissimo's Headquarters,
Department of Foreign Affairs,
Canton,
September 24th, 1923.

Sir JAMES W. JAMIESON, K.C.M.G.,
H.B.M. Consul-General,
Canton.

SIR,—I have the honour to address to you as Senior member of the Consular Body in Canton, the present note and accompanying memorandum, with the request that you forward them to the Doyen of the Diplomatic Corps for the consideration of the Representatives of the Foreign Powers.

I write with reference to the claim of the South-western Provinces for their share of the Customs Surplus. There is no doubt that there is an ample surplus remaining after the foreign obligations charged on the Customs revenues are paid and that at present it goes to pay, past debts contracted by Peking. It thus sets free other revenue which was employed by the northern militarists to make war against the South-west. These provinces are then forced to raise funds to meet their own needs. They therefore suffer a double loss: loss of funds which should be used for constructive purposes and which, turned over to northern militarists, are actually used to institute war against them, and loss in that for every one of these dollars employed against them they have to raise one or more dollars in self defence. Such a situation is not only impossible but also insufferable. It has been tolerated too long already; it obviously cannot be endured any longer.

I have the honour to enclose herewith a memorandum stating the case of the South-western Provinces in their claim for their portion of the Customs Surplus. In order to show that it is not the intention of this Government to employ such funds, when obtained, for political or military purposes, I enclose a second memorandum outlining the purposes, all of a constructive nature, to which it is proposed to apply them.

I trust that an early and favourable consideration will be given by the Diplomatic Body.—I have the honour, etc.

(Sd.) CHAO CHU WU.

MEMORANDUM.

1.—From 1919 to 1920, owing to the demands of the Constitutional Government at Canton, a certain proportion of the customs revenues, being the surplus after payment of the foreign obligations charged thereon, was handed over to that Government. Some six instalments were thus paid to the late Dr. Wu Ting Fang up to March, 1922, when internal differences between the Administrative Directors caused a temporary suspension and further payment was suspended. When the Government resumed its functions towards the end of that year it demanded the quota of the surplus amounting to the sum of more than two and a half million taels and the resumption of regular future payments. It is understood that not only the Inspector-General of Customs, but the members of the Diplomatic Corps in Peking as well, were disposed to agree to the request of Canton when at the last moment a despatch was received by the American Minister from the State Department which caused the funds to be paid over to the Peking Government.

2.—The attitude of the American State Department as revealed by the copy of the despatch communicated to the late Dr. Wu Ting Fang was that the Commission of Bankers acting on behalf of the Diplomatic Body, were trustees for the sole purpose of satisfying the charges on those revenues and that in regard to the surplus thereafter, remaining the Diplomatic Corps should concern itself merely with its unconditional release to the recognised Government of China. The present Government at Canton has always insisted upon the same point of view viz. that the customs surplus remaining after meeting various foreign charges is a matter of purely Chinese concern. And if there exists to-day a Government of China in Peking, this Government at Canton is also prepared to acquiesce in the unconditional release to it of the surplus. Unfortunately, there does not exist to-day, and there has not existed for several years, in Peking a Government of China. This is an incontestable fact patent to every one in China and made more patent to the outside world by recent incidents on one of the principal railway lines and by present events in Peking itself. It has even been officially and diplomatically acknowledged by the Embargo placed by the foreign Powers in 1919 upon the export of arms into China, not only in the fact of such embargo itself but also in the wording of the official communication which admitted that there was no government "whose authority is recognised throughout the whole country." Therefore the so-called government at Peking has been and is, at least one of the political factions of the country which by its accidental possession of the offices and archives of the former seat of the Central Government has been able to receive the Diplomatic

fiction of recognition. This faction has been and is making war upon the Government at Canton and the people of the South-western Provinces as witness the fighting and bloodshed still going on in the Provinces of Kwangtung and Szechuan. To have the customs revenues, which have been collected in those provinces and which can be used for constructive purposes locally, turned over, through a diplomatic fiction and technicality, to their enemies to be used in killing their own sons and causing suffering and hardship on their people is nothing short of intolerable. They are prepared to shoulder their share, in common with that other provinces, of honourably meeting the foreign obligations charged on the customs revenues, but they refuse to have their portion of the surplus to the northern militarists to be used in warfare against them. This is against all notions of justice and fairness.

3.—The Diplomatic Corps, therefore, should it be submitted, instruct the Commission of Bankers, after service of the foreign obligations charged on the customs revenues, to hand over the surplus unconditionally to the Inspector-General of Customs as the trustee and servant of the Chinese people for this purpose. This Government will request him to divide it proportionately between Canton and Peking. He will also be requested to refund the surplus accumulated since March, 1920, which has been due to the South-western Provinces.

4.—It may be objected that there is at present no surplus from the customs revenue owing to the fact that in March, 1921, the Peking administration formed a Sinking Fund for the service of certain internal loans to which was appropriated the customs surplus and of which the Inspector-General of Customs was placed in charge. A consideration of the following points shows, however, that the South-western Provinces cannot be expected to admit this objection:—

(a.) If the South-western Provinces have established their claim to their portion of the surplus (and it is submitted that they have done so by the arguments hereinabove presented and by their having actually received it from 1919 to 1920), it is obvious that no expert act of the northern militarists can deprive them of their right. Indeed they have for the last six years never recognised any of the acts of Peking as having any validity. The so-called order of March, 1921, has therefore no binding force.

(b.) The term "Customs Surplus" has a definite meaning. It is the balance remaining after the foreign obligations directly chargeable on the customs revenues have been paid. In this sense there is, in fact, an ample surplus and this is the surplus from which the South-western Provinces are entitled to receive their portion. If the Peking militarists choose to use their portion of the surplus to meet their obligations contracted in the past, that is their affair. But they cannot use the South-western portion of the surplus for their purposes. The South-west cannot be expected to bear a share of these Peking debts particularly as it is notorious that some of them represent loans the proceeds of which at various times used for political and warlike purposes against the South-west. Moreover, it is notorious that the bond of some of these loans are held not by the people generally but by a few banks and individuals who by heavy discounts obtained them as speculative and profiteering transactions.

(c.) In case the Inspector-General of Customs while admitting the force of the above considerations, nevertheless owing to his having accepted the service of the Sinking Fund, feels some hesitation in according to the proposal as contained in paragraph 3 which will lessen the amount available for such service, it should be pointed out that there ought still to be sufficient funds for the purpose. The sinking order of March, 1921, assigned, in the case of the customs surplus, two other sources of revenue:—

(1.) The surplus of the salt revenue to the amount of 14 millions per annum and (2) the wine and tobacco revenues to the amount of 10 millions per annum, and until these revenues were able to meet this charge, an advance by the Ministry of Communications at Peking of a monthly sum of half a million. These two quotas have been paid only seven or eight months so that all subsequent payments for loan service have had to be met out of the Customs surplus alone. It is clear that even after the deduction of the South-western portion of the Customs Surplus, ample funds remain for the Sinking Fund if the original terms of Peking's own order are observed. As it is, by causing the customs surplus to be the entire burden of the internal loan service, the northern militarists are using the salt, wine and tobacco, and railway revenues in sending military expeditions and subsidizing traitors to make war on Kwangtung and Szechuan.

5.—It is submitted therefore that from every conceivable angle a clear and convincing case has been presented for the proposal outlined in paragraph 3. It is hoped that immediate action will be taken on those lines.

MEMORANDUM NO. 2.

With reference to the memorandum on the claim of the South-western Provinces for their portion of the Surplus, in which the constructive purposes for the use of the funds was touched upon, it being thought desirable to state what those purposes are which the authorities have in mind, the following may be mentioned:—

Canton Municipal Improvement \$ 3,000,000
Provincial Roads (for the building of which labour battalions may be employed) 2,000,000
Currency Reform 4,000,000
River Conservancy 1,000,000
Improvements in Sericulture 500,000
Establishment of branches of agricultural stations in Kwangtung 500,000

Educational:—
Conversion of High Normal School to School of University \$300,000
Conversion of Kung Yee Medical College to School of University 500,000
Building improvements to Women's Normal School 200,000
Improvements to Agricultural School 500,000
Support of Students abroad 300,000
Suppression of piracy, including purchase of armoured motor launches 1,000,000
It will at once be obvious even to those with but slight acquaintance of conditions in the South, how urgent and necessary these expenditures are.

2,100,000
812,900,000

REPUBLIC OF CHINA,
Generalissimo's Headquarters,
Department of Foreign Affairs,
Canton, October 23rd, 1923.

Sir JAMES W. JAMIESON, K.C.M.G.,
H.B.M. Consul-General and
Senior Member of the
Consular Body,
Canton.

SIR,—I have the honour to request you as Senior Member of the Consular Body in Canton to forward the accompanying Memorandum to the Doyen of the Diplomatic Body, Peking, for the consideration of the Representatives of the Foreign Powers.—I have the honour, etc.

(Sd.) CHAO CHU WU,
Secretary for Foreign Affairs.

REPUBLIC OF CHINA,
Generalissimo's Headquarters,
Department of Foreign Affairs,
Canton, October 23rd, 1923.

1.—On the 5th September, 1923, the Secretary for Foreign Affairs of the Government at Canton submitted to the Diplomatic Body in Peking through Sir James Jamieson, H.B.M. Consul-General and Senior Consul at Canton, a Memorandum in support of its claims for a share in the Customs' surplus revenue and on September 28th, he was informed by Sir James Jamieson that a telegram had been received from the Doyen of the Diplomatic Body in Peking with the request to inform the Secretary for Foreign Affairs that the question was being considered by them.

2.—No further communication having been received, this Government, referring to the clear exposition of the case as contained in the memorandum, renews its request for immediate action by the Diplomatic Body upon the matter. It desires particularly to refer to sub-division (a) of paragraph 4 of the said Memorandum and to call the attention of the Diplomatic Body to the fact that in Oct. 15th, the Consortium Ministers, in a memorandum addressed to the Peking Weichiaoan, seriously question the scheme by which the Peking Government seeks to dispose of the Customs surplus through the trusteeship of Sir Francis Aglen and protest against the permanent continuance of such scheme.

3.—This Government adheres to its contention that the Peking Mandate of March, 1921, attempting as it does to deal with funds claimed by and belonging to this Government, is void and of no force and effect. The claim of this Government rests on solid foundation; it has been declared valid in the past; payments have been made under it and have been discontinued for transient political reasons only; its existence has been generally recognized and at no time has it been definitely rejected. To divert the funds against which the claim is made, temporarily or permanently, without the consent of this Government would be comparable to the action of a debtor transferring all of his assets to a trustee for the benefit of some of his creditors when he knows that those assets are not entirely his own.

4.—Since the scheme of distributing the surplus as now carried on is illegal, unfair and unjust, and since the Consortium Ministers have likewise voiced their disapproval and objection, its continuance will only create unsatisfactory if not dangerous conditions. It is therefore submitted that the question of disposing of the surplus be re-opened in its entirety and be settled and adjusted by all parties interested in it, including this Government.

(Sd.) CHAO CHU WU.

The following is a telegram sent by the Dean of the P.R. (11/12/23) to the Senior Consul at Canton:—

"The Diplomatic Body have been informed that Dr. Sun Yat Sen and the local Government of Canton without awaiting a reply to the appeal which they had addressed to the Dean for a reconsideration of previous decisions with regard to the allocation of the Customs Surplus, have threatened to take over temporarily the administration of the Chinese Maritime Customs at Canton."

"The Diplomatic Body request that you will in your capacity of Senior Consul warn the local Government of Canton that they are not prepared to admit any interference with the Chinese Maritime Customs and that in the event of any such attempt being made they will take such forcible measures as they may deem fit to meet the situation."

(Sd.) W. J. OUDENDYK.

Decant No. 23.

Sir JAMES JAMIESON, K.C.M.G.,
H.B.M. Consul-General and
Senior Consul, Canton.

PEKING, December 12th, 1923.

SIR,—With reference to your letters dated September 7th and October 24th, and on the subject of the claim put forward by the Government of Dr. Sun Yat Sen in Canton to a share in the Customs Surplus after the foreign obligations

(Continued at foot of next column.)

H.M.S. "Weymouth"

COMING WITH RELIEFS FOR
CHINA STATION.

The light cruiser Weymouth was due to leave Devonport on December 13th with a number of reliefs for the ships of the China Station. The principal of these are a new crew for the light cruiser Durban, the two years' commission of which expired in November, and one for the sloop Magnolia, whose commission will expire shortly. The Weymouth will make her port of exchange at Singapore, where she is due about the third week of January. After exchanging crews, the relieved crews of the Durban and the Magnolia will work her home.

The Weymouth, Commander A. F. St. C. Armitage, in the Nor Reserve, recently completed repairs, and is one of the eight coal-burning cruisers remaining in the British Navy.

The Durban, Captain B. G. Washington, C.M.G., D.S.O., and the Magnolia, Commander V. E. Ward, belonging to the China Station, are ordered to proceed to Singapore to receive the new crews. The crew of the Durban joined her on November 1st, 1921, but most of her officers have joined at later dates. Those who have completed over two years include the navigator, Lieutenant-Commander H. C. Legg, D.S.C., Engineer-Lieutenant H. B. Olden, Surgeon-Commander William Bradbury, D.S.O., and Paymaster-Lieutenant R. B. Wallace, with the six midshipmen of the vessel. The Magnolia was last recommissioned December 27th, 1921, but all her executive officers, only joined in the present year. Surgeon-Lieutenant C. N. Carter has completed over two years.

A PERAK TIGER STORY.

An authentic report has reached the Times of Malaya that a tiger entered a mining kongsi on Tuesday and carried off a Chinese, whose body was found next morning, with one leg removed at the thigh and the other at the knee. The curious fact is pointed out that the victim was the only opium smoker amongst the five coolies, who were sleeping in the same kongsi. The tiger entered the hut, crept under the beds of the other four, seized the fifth and rushed out furiously with his victim, thereby suggesting a predilection for opium smokers' flesh. It is alleged that this is the seventh human victim of the Kuala Kurua man-eater.

In the course of a debate in the Legislative Council at Singapore last week on a Bill to amend the criminal law of the Colony in order to deal more effectively with crimes of violence, strong opposition was offered by the Legat member of the Council, the Hon. Mr. Carver. In the course of his speech he said: "It has been urged that this Bill is founded upon the Hongkong Bill, and should therefore be adopted. I will finish by reading the following extract from the Straits Times showing what has actually occurred under the Hongkong Ordinance:—'At the Hongkong Criminal Sessions a Chinese was sent to prison for five years with hard labour and to receive twelve strokes of the cat for being in possession of a dagger.' If any further reason is wanted for rejecting this Ordinance, I submit that that is quite a sufficient one. I sincerely trust that such a state of affairs will never be possible in this Colony. The Council passed the Bill through all its stages."

charged on the Customs revenues, are paid. I have the honour to inform you that this question was duly considered by the Diplomatic Body. The conclusion arrived at, which I am desired to request you to bring to the notice of the Canton authorities concerned, was to the effect that the granting or refusal of such a claim does not lie within the province of the Diplomatic Body.

The signatory Powers of the Final Protocol of September 7th, 1901, derive from the Protocol the right to ensure the priority of the payment of interest and amortisation of certain loans secured on the Customs' revenues previous to 1901 and of the payment of indemnity mentioned in Article 6 thereof, but no Treaty rights have been conferred upon them to decide for what purpose the Chinese Government shall use the funds which at the end of each year shall remain at the disposal of that Government after the services of the said loans and indemnity shall have been entirely provided for.

Moreover, by the agreement between the Diplomatic Body and the Chinese Government of the 30th January, 1912, the former were practically appointed Trustees of the Maritime Customs revenues for the protection of the above-mentioned obligations; but that agreement did not confer upon the Diplomatic Body the power to allocate surplus.

As to the payments out of the Surplus of Customs receipts for certain domestic loans to which Mr. C. C. Wu in his letter to your refers, I have to point out that the Diplomatic Body are in no way concerned with the services of these loans which was instituted without their previously having been consulted.

Finally, I may perhaps remind you that the arrangement by which the then existing 'Constitutional Government' of Canton was handed over a certain percentage of the Customs Surplus in 1919 and 1920 was arrived at between that Government and the Chinese Government in Peking. The Diplomatic Body on that occasion neither took the initiative nor did they act as intermediary for the conclusion of that arrangement. It is evident that they could not do so now either.—I have the honour to be, Sir, Your obedient servant.

(Sd.) W. J. OUDENDYK,
Netherlands Minister, and Dean of the Diplomatic Body.

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IN TAIWAN (FORMOSA)

Taipei — Taiwan Railway Hotel

IN CHOSON

Fusan —
Fusan Station Hotel
Keijo (Seoul) —
Chosen Hotel
Shingai —
Shingai Station Hotel

IN MANCHURIA

Changchun —
Yamato Hotel
Dairen —
Yamato Hotel
Hoshigaura —
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Hoten (Mukden) —
Yamato Hotel
Ryugien (Port Arthur) —
Yamato Hotel

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WOMAN'S ELYSIUM.

The fame of Vasar has long since, as the man of Boston wrote to Macaulay of another institution, "pioneered the Atlantic." In this confused island of ours the women would go into the men's universities and be content with nothing else. Both sexes here have learnt to regard with veneration and wonder (you will not say which emotion comes from which sex) the great Vasar in which there are only women. Two years ago this university indulged in a mammoth "gandy." Fifteen thousand graduates, not a woman less, came to renew acquaintance. It sounds a process exhausting to the individual. But doubtless dons and graduates of Vasar are made of sterner stuff than those of our bixenual universities. Having come back to the groves of academe, some of the 15,000 could hardly bear to go away. Vasar seemed to them a far better place than the domestic hearth. Such, we fear, is human nature, whatever the sex and whatever the land. There are moments when the quad and the common room seem to those looking back a haven of bliss. But we do not all yearn after the academic life for the same reasons as the women of Vasar. They want to go back in order, we regret to state, to "write a book or play held in contemplation for years." A less devastating post-graduate course desired by some is "the study of better schools, prison reform, the social world." It sounds, if we may say so, rather mixed diet. The most modest class simply want to "undertake the reading which many women plan in early years, but for which they hardly ever find time" when the "sweet girl graduates with their golden hair." Two ladies, in sympathy with these aspirations, have provided the funds for a building to give room to those who want to come back to Vasar. We hope that no homes will be shattered, no man's innocent self-conceit destroyed by his wife's preference of her alma mater to him. The post-graduates will have no course of study offered to them, no dons. The President of Vasar, announces that the chief purpose of the scheme is to establish a school for fostering the idea of creative work and study. This certainly seems the right principle, though we presume that some test of the purposes of those who wish to enter will be necessary, and some selection of those likely to be working on the same line. Otherwise the mental atmosphere would be less than stimulating. Many women, we suspect, will envy the fortunate graduates of Vasar. Our Own poor country cannot give its women's colleges room enough for the undergraduates who ask and deserve a university education. The example of the benefactors of Vasar is worth consideration.—Daily Telegraph.

POLYGAMY IN TURKEY.

PROPOSED COMPULSION.

Alarm has been created in Turkish official and political circles by the results of the new census of the population, which showed that the Ottomans of Turkish stock numbered no more than 4,000,000, while the ravages wrought in the ranks of the non-Turkish races by war, massacres, and deportations were even greater. Steps have been promptly taken to induce large bodies of Russian Moslems to settle in Asia Minor. But other measures for the purpose of refilling the gaps in the Moslem ranks are being submitted to the new Ankara Assembly. Thus, a newly-elected deputy, of great learning and devotion, Salih Hodge, is presenting a bill for the re-establishment of polygamy, abrogated by the last Assembly in 1924, on the ground that the female population in Turkey now vastly exceeds the male. Simultaneously, one of his colleagues, Salih Effendi, is asking the Assembly to enact, (1) compulsory marriage for all males who have attained the age of 25, and (2) that married couples do present the State with at least one child every three years up to certain age-limit. The author of these proposals declares that by such means the population of Turkey could be raised to between 40,000,000 and 50,000,000 between now and 1950. The new women's associations in Turkey have petitioned Ankara for the expulsion of all non-Turkish female refugees under 40 years of age, to whose attractions, more especially at Constantinople, Turkish women ascribe the disquieting fall in the Turkish marriage rate.

LADY PARACHUTIST'S DARING FEAT.

Mlle. Denyse Collin, who is known as a very daring parachutist, has just risked her life in order to demonstrate to her belief that a certain parachute, weighing only 7lb. and easy to stow in an aeroplane's seat, is an efficient life-saver in the case of air accidents. Technicians who had examined the parachute in question and worked out its possibilities by scientific formula, concluded that it would not serve, since, owing to its smallness, the passenger would, when it opened, sustain a shock equal to the strain of 1,200lb., which would be fatal. Mlle. Collin was sceptical, and begged to be allowed to prove that the technicians were wrong. She accordingly embarked in an aeroplane at Issy-les-Moulineaux, and, while the machine was in full flight at a height of 1,000ft., jumped overboard. She had to display wonderful presence of mind during her fall, for the cord holding the parachute closed had not broken when it should, and she had to undo it while falling headlong. She was in time, however, and the parachute carried her gently to earth. She was triumphant, as she reported to the technicians that the great shock which they expected had not been felt at all, and the small parachute, adapted for aeroplane-passengers, answered its purpose just as effectively as those whose size has rendered their adoption in aeroplanes impracticable.

Though science, finance, and the Press at present seem to doubt it, there is, still, more money to be made out of the salvation of mankind than out of its destruction.—Mr. John Galsworthy.



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The daily use of the Soap, with occasional touches of the Ointment, is very effective for keeping the hands soft and smooth. For red, rough or sore hands. On retiring, bathe in hot water and Cuticura Soap, dry, and rub in Cuticura Ointment. See the directions on the tin. Sold throughout the Empire. British Depot: F. & J. L. Thompson, Ltd., 1, Cannon Street, London, E.C. 4. Cuticura Soap shaves without soap.

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An occasional Evans' Pastille effectively allays sore throats, and completely protects from the microbes of all Bronchial ailments. Made to the formula of the Liverpool Throat Hospital.

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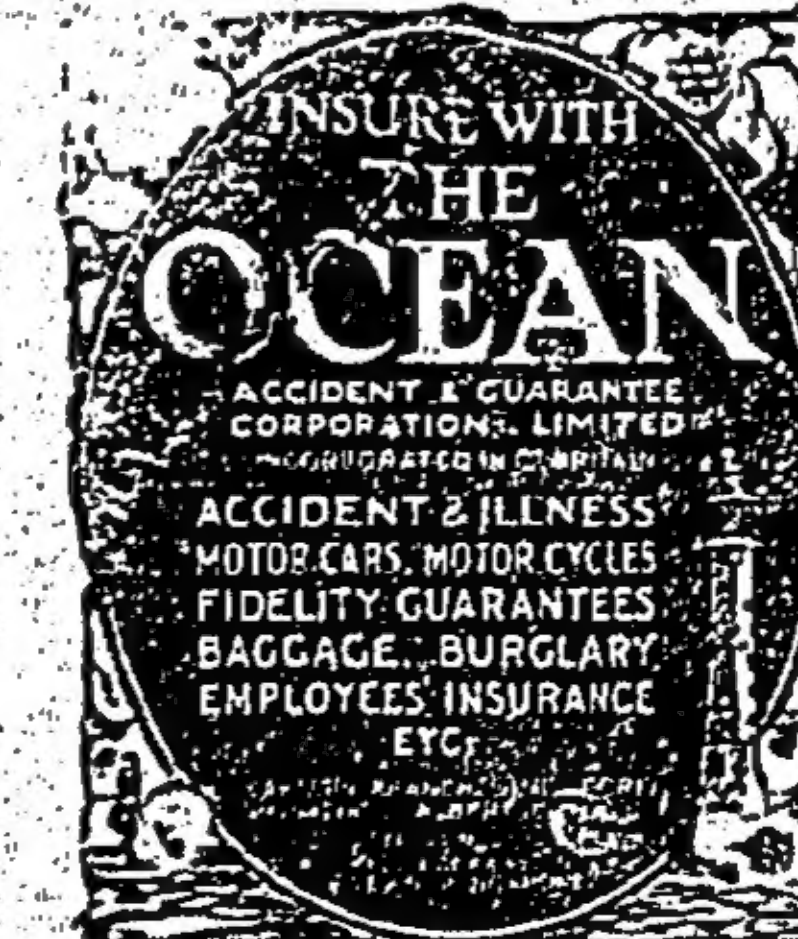
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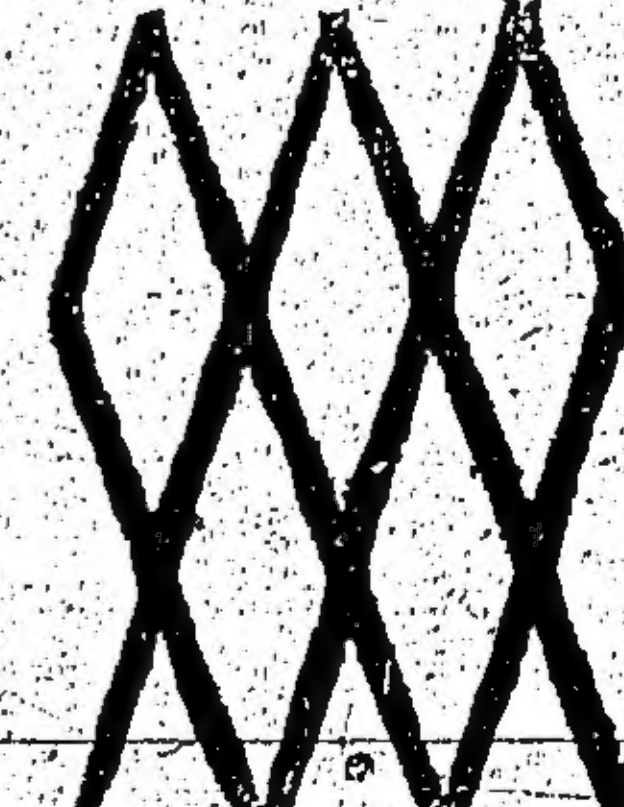
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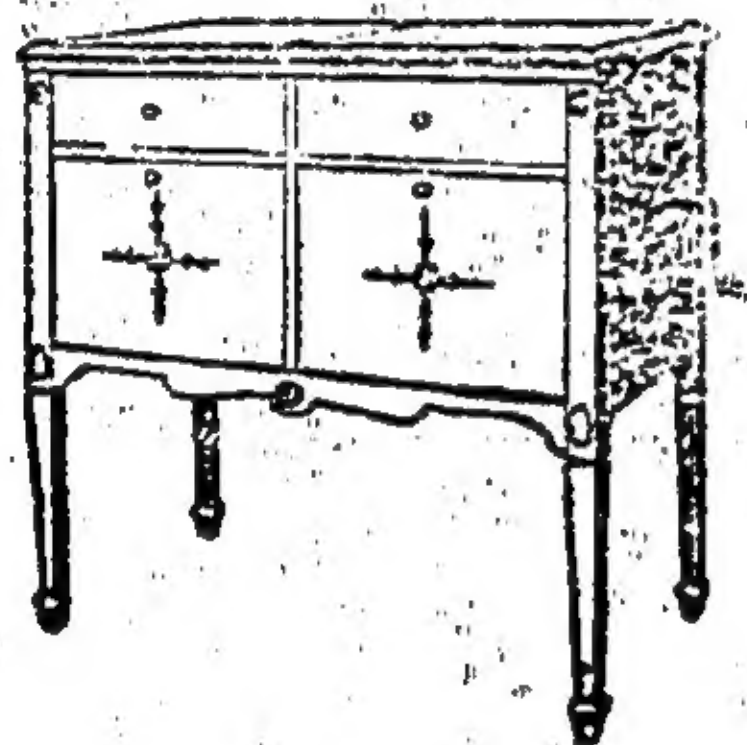
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MANILA HEMP

In a series of weekly articles given in
the Trade Supplement of *The Times*
various trade terms are defined. One
article deals with hemp. We are told
in trade, the term "hemp" includes two
distinct descriptions of fibre, which differ
widely from each other in origin and
appearance. These descriptions may be
classified into hard and soft-fibred hems.
The hard kinds include Manila, the pro-
duct of the Abaca tree, a species of plan-
tain, which is cultivated in plantations in
the Philippine Islands.

The root of the tree has an average
life of from 12 to 14 years, and throws
off at regular intervals shoots, each of
which reaches maturity in about three
years and attains a height of from 10
feet to 12 feet. When this height is
reached the shoot is cut down and the
layers of a pulpy nature of which it
consists are stripped off. The bulk of
the pulp is easily torn off by hand, and
a thin strip of fibrous nature is left,
which is drawn through a somewhat
primitive machine consisting of a heavy
knife hinged on to a wooden bench. The
pressure of the knife is increased, or re-
laxed, by a cord attached to a pedal
worked by the foot, which enables the
operator to produce a fibre highly or in-
differently cleaned, as may be required.
This primitive method is found extremely
tiring by the natives, and their work is
slow, the average production of cleaned
fibre per man per day amounting to only
between 12lb. and 15lb. Of late years ex-
periments have been made to clean the
fibre by mechanical means, and results
secured under efficient supervision are
stated to be satisfactory.

The two chief characteristics of sound
Manila hemp are its great strength and
its properties of resistance to the effects
of sea water. It is a ready absorbent of
tar. In recent years a system of Govern-
ment grading of the hemp has been in-
troduced. Unfortunately, buyers are fre-
quently known to have serious cause for
complaint, in regard to the quality of
shipments made to them under this sys-
tem, and urgent representations have
been made from London to the Philippine
authorities in the trade in this country would
welcome the abolition of Government con-
trol of the industry, the practical results
of which are severely criticised. Much
anxiety has been caused in recent years
owing to the appearance of bacterial dis-
ease in certain of the Philippine hemp
districts. Fibre so affected quickly loses
strength and perishes. Great efforts are
being made by the Philippine authorities
to combat this disease, which, if allowed to
spread, would quickly ruin an industry
providing the chief source of revenue for the
large population of the Philippine Islands.

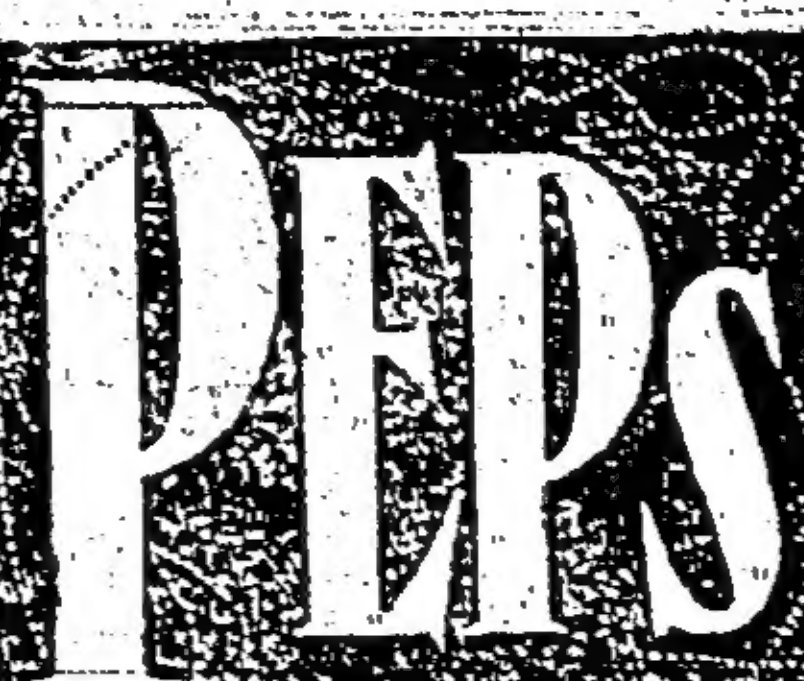
SALVAGE WORK BY B. & S. STEAMER

MAROONED CREW'S FIGHTS WITH
VILLAGERS.

With the arrival of the Butterfield and
Swire steamer *Kanchow*, in Shanghai
last week, all fears for the safety of the
schooner *Teng Tai*, her master, Captain
Troupe, the mate and the crew have been
set at rest. The *Shanghai Mercury*,
the *Teng Tai*, it will be remembered,
was sighted by two steamers which have
since called in at Shanghai, flying the
American ensign reversed and the N. C.
signal of distress. This was on the coast
between Amoy and Foochow and the ship,
though lying at anchor was quite deserted.
On the 12th inst., the *Kanchow*, which
was then on her way up to Shanghai from
Hongkong received a signal from the
Turnabout Light House, "Vessel in dis-
tress in shore bearing west." There was a
very heavy sea running at the time, but
the *Kanchow* made in the direction indi-
cated and came up with the schooner an
hour later. Though at anchor, her stern
was only twenty feet away from some
dangerous rocks protruding above the
water, and it at once became obvious why
the ship had been deserted. The *Kanchow*
manoeuvred in between the *Teng Tai*'s
stern and the rocks to leeward and man-
aged to pass a couple of wire hawsers
aboard. This was at 12.30 mid-day, and
at about one o'clock a junk was seen to
put out from the shore and make for the
scene of operations. Passengers on the
junk were the captain of the *Teng Tai*,
the mate and half of the crew, and they
at once got back to their own ship to
assist with the work of salvage. The
captain of the *Teng Tai* went ashore
again later in the afternoon to discover
the rest of the crew and their gear.

When the crew went ashore, originally
they were given some sort of protection
against the inhospitable inhabitants by
the local magistrates, but as they were
leaving for the last time there was no re-
training the enthusiasm of the populace—
indeed the captain and the remnant of his
Chinese crew had to fight hard to get their
belongings away and it was only the per-
suasive effect of Captain Troupe's revolver
and ship's oars, wielded by other members
of the crew, which did ensure their get-
ting back to the *Teng Tai* late that night
in safety and without casualties.

From then on, all was comparatively
plain sailing and the vessel was got back
to Amoy. It was impossible to take her
into her original destination, Foochow,
owing to the very heavy seas, and Cap-
tain Tonkins of the *Kanchow*, and his
officers spent weary hours tending the tow-
ropes till she was seen safely in harbour.
Captain Troupe and the crew have re-
mained with their ship at Amoy. They
abandoned their vessel two or three days
previously, when it was seen she was run-
ning on to the rocks.



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Peps is due to the ingenious
idea of condensing into the
form of a little tablet, volatile
pine balsams and other valu-
able medicinal ingredients.
As Peps dissolve in the
mouth, their powerful healing
and germicidal vapours are
breathed straight into throat,
bronchial tubes and lungs.
The Peps method is thus

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whilst swallowing liquid cough-
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for throat and chest ailments is the
direct and obsolete method.
Coughs, colds, night-chills, sore
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ma and bronchitis are all success-
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SAILINGS	SUBJECT TO ALTERATIONS.	
KORE via MOI	"NAMSANG"	Friday, 28th Dec., Noon.
HAIPHONG via HOIHOW	"CHIESHANG"	Saturday, 29th Dec., 11 a.m.
MANILA	"YUENSANG"	Sunday, 30th Dec., 7 a.m.
SEANGHAI via SWATOW	"TAISANG"	Sunday, 30th Dec., 7 a.m.
BANGKOK via HOIHOW	"CHUNSANG"	Monday, 31st Dec., 10 a.m.
STRAITS & CALCUTTA	"LAISANG"	Monday, 31st Dec., 3 p.m.
BANGKOK via SWATOW	"CHARSANG"	Tuesday, 1st Jan., 10 a.m.
TSINGTAU via SWATOW		
& SHANGHAI	"FAUSANG"	Wednesday, 2nd Jan., 7 a.m.
SANDAKAN	"MAUSANG"	Thursday, 3rd Jan., 1 p.m.
SEANGHAI via SWATOW	"YUSANG"	Friday, 4th Jan., 7 a.m.
STRAITS & CALCUTTA	"HOSANG"	Tuesday, 8th Jan., 3 p.m.
TSINGTAU via SWATOW		
& SHANGHAI	"YATSHING"	Wednesday, 9th Jan., 7 a.m.
KORE via DALNY & YOKOHAMA	"KOTSANG"	Thursday, 17th Jan., 7 a.m.

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be obtained and through Bill of Lading are issued in
Straits and Yangtze River via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good
passenger accommodation, sailings from both ports every Friday.

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BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 4,000 tons
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BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok
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"GLENIFFER"	28th Dec.	"GLENAPP"	28th Dec.	Genoa
"GLENBEG"	14th Jan.	"GLENBEG"	14th Jan.	London, Hull, Rotterdam & Hamburg.
"GLENBANDA"	28th Jan.	"GLENBANDA"	28th Jan.	London, Rotterdam & Hamburg.
"PEMBROKESHIRE"	7th Feb.			

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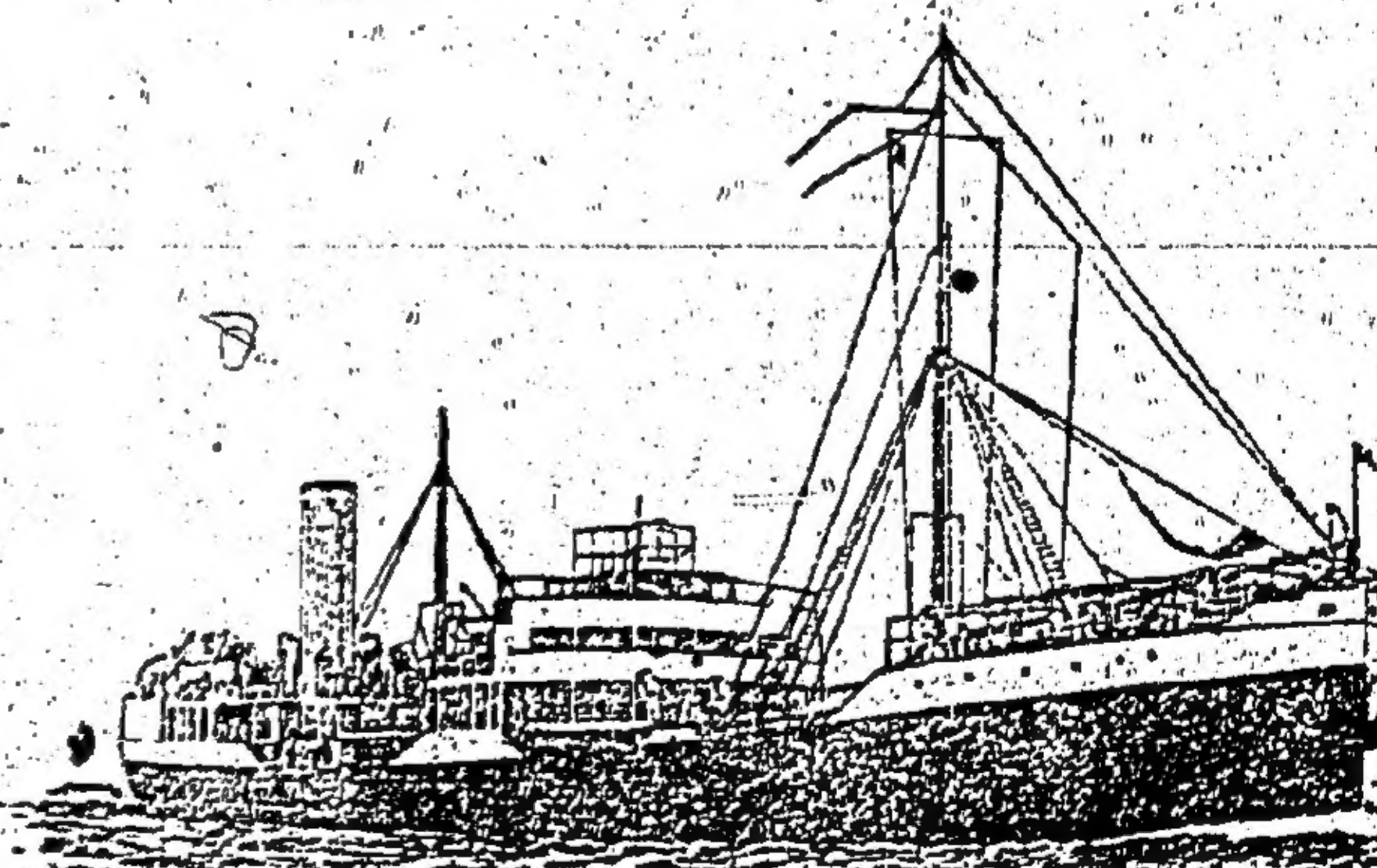
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SHIPPING NEWS

ARRIVALS.

December 24th.

Allai Maru, Japanese schooner, 4,947 tons, Capt. H. Chiba, from Singapore, with a general cargo, lying at Kowloon wharf—O.S.K.

Amherst, Chinese str., 211 tons, Capt. Kwok Shun, from Haiphong, with a cargo of coal, lying at Yau Ma Tei—On Fat S.S. Co.

Astrol, American str., 3,193 tons, Capt. A. Anderson, from San Francisco, with petroleum, lying at Lanchow—Standard Oil Co.

Hakka, Norwegian str., 1,131 tons, Capt. H. Johannessen, from Haiphong, with a general cargo, lying at buoy No. C42—Thomson & Co.

Lak, Chinese str., 1,612 tons, Capt. P. W. Bakeman, from Singapore, with a general cargo, lying at buoy No. C46—P.M.S.S. Co.

Makura Maru, Japanese str., 1,901 tons, Capt. G. Tokuo, from Muku, with a cargo of coal, lying at Quarry Bay—M.B.K.

Yueh-shan, Chinese str., 594 tons, Capt. N. Schmeider, from Haiphong, with a general cargo, lying at buoy No. C41—Tung Woo & Co.

Yuenning, British str., 1,092 tons, Capt. P. Jowitt, from Manila, with a general cargo, lying at buoy No. C42—J. M. & Co.

Yunnan, British str., 1,203 tons, Capt. J. D. Milne, from Haiphong, with a general cargo, lying at buoy No. C43—J. M. & Co.

December 25th.

Chiali, British str., 1,551 tons, Capt. J. W. Tison, from Haiphong, with a general cargo, lying at buoy No. C44—B. & S.

Ching-shan, British str., 1,189 tons, Capt. H. W. Chandler, from Haiphong, with a general cargo, lying at buoy No. C45—J. M. & Co.

Chunyang, British str., 1,400 tons, Capt. C. R. Moore, from Bangkok, with a general cargo, lying at buoy No. C45—J. M. & Co.

Haiting, British str., 1,267 tons, Capt. F. J. Gill, from Amoy, with a general cargo, lying at Douglas wharf—D. L. & Co.

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Kaichow, British str., from Canton, lying at buoy No. 80.

Kuanyin, Chinese str., 402 tons, Capt. Mak Yuen Hing, from Kwang Chow, with a general cargo, lying at Saikou wharf—Yuen Hing S.S. Co.

Kuanyin, Chinese str., from Canton, lying at Stonecutters.

Oda, German str., 2,213 tons, Capt. Ernst, from Hamburg and Tabang, with a general cargo, lying at Kowloon wharf—Carl Bodiker.

Takada, British str., 4,231 tons, Capt. P. W. Rowe, from Moji, with a general cargo, lying at buoy No. A23—MacKinnon, Mackenzie & Co.

CLEARANCES.

December 24th.

Allai Maru, for Kobo.

Chunyang, for Canton.

Degren, for Saigon.

Fengler, for Canton.

Hakka, for Shanghai.

Haiting, for Canton.

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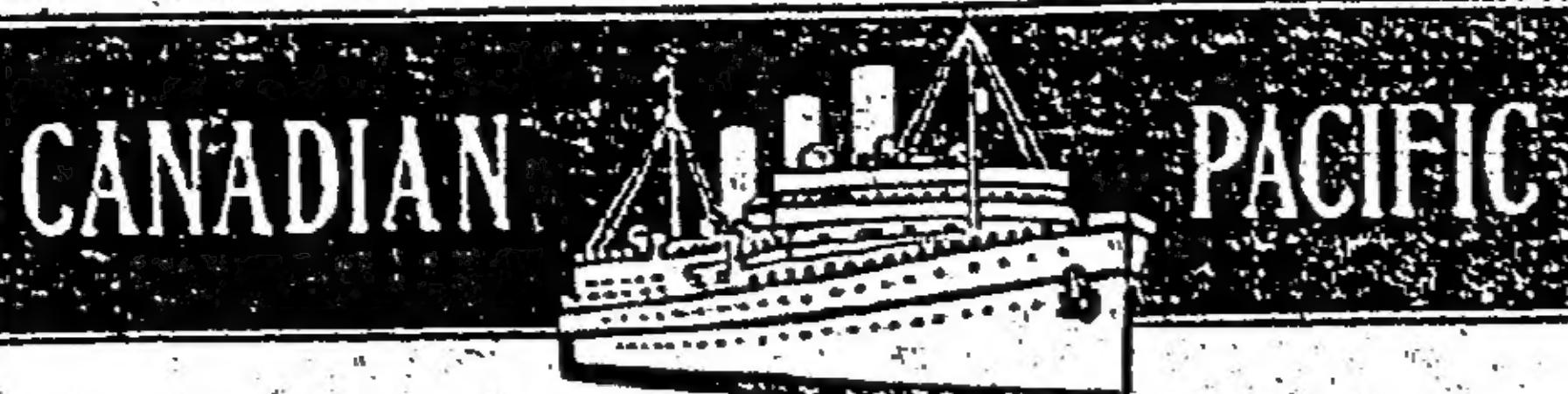
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HOME VIA CANADA

Hongkong to England

From Hongkong	To	Days	From Canada	To	Days
Empress Asia	Jan. 10	Jan. 28	Montcalm	Feb. 8	Feb. 15
Empress Russia	Feb. 7	Feb. 25	Marlosh	Mar. 7	Mar. 14
Empress Australia	Feb. 22	Mar. 12	Melita	Mar. 19	Mar. 26
Empress Asia	Mar. 13	Mar. 31	Montrose	Apr. 11	Apr. 18

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg, leaving Hongkong on Wednesday, after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 A.M.

HONGKONG-MANILA SERVICE

Commencing with the arrival of the Empress of Russia, 25th March, the Empress of Russia and Empress of Asia will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday, after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 A.M.

Three Trans-Continental Trains Daily

Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at: Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAC.
Freight and Express: Tel. 42. Cables: NAUTILUS.

T. K. K.

THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE

First class throughout. £120. £112-£110. Mono class steamers on the Atlantic.

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU. LEAVE HONGKONG STEAMERS: TENYO MARU (calling at Manila) 33,000 tons, Jan. 6th, 1924. KOREA MARU (calling at Manila) 33,000 tons, Jan. 12th, 1924. SHUNYO MARU (calling at Manila) 33,000 tons, Feb. 1st, 1924. SIBERIA MARU (calling at Manila) 33,000 tons, Feb. 16th, 1924.

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALEAO, CALLAO, MOLENDINO, ARIKA AND IQUIQUE. THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AYRES. LEAVE HONGKONG STEAMERS: RAKUYO MARU 18,500 tons, January 16th.

JAPAN-HONGKONG-JAVA SERVICE

OSAKA, KOBE, MOJI, DAIREN, HONGKONG, BATAVIA, SAMARANG AND SOERABAYA. LEAVE HONGKONG STEAMERS: DESTINATION: PERSIA MARU (Batavia, Samarang & Soerabaya), December 27th. NEW YORK LINE. (Direct only) VIA JAVA AND SUEZ.

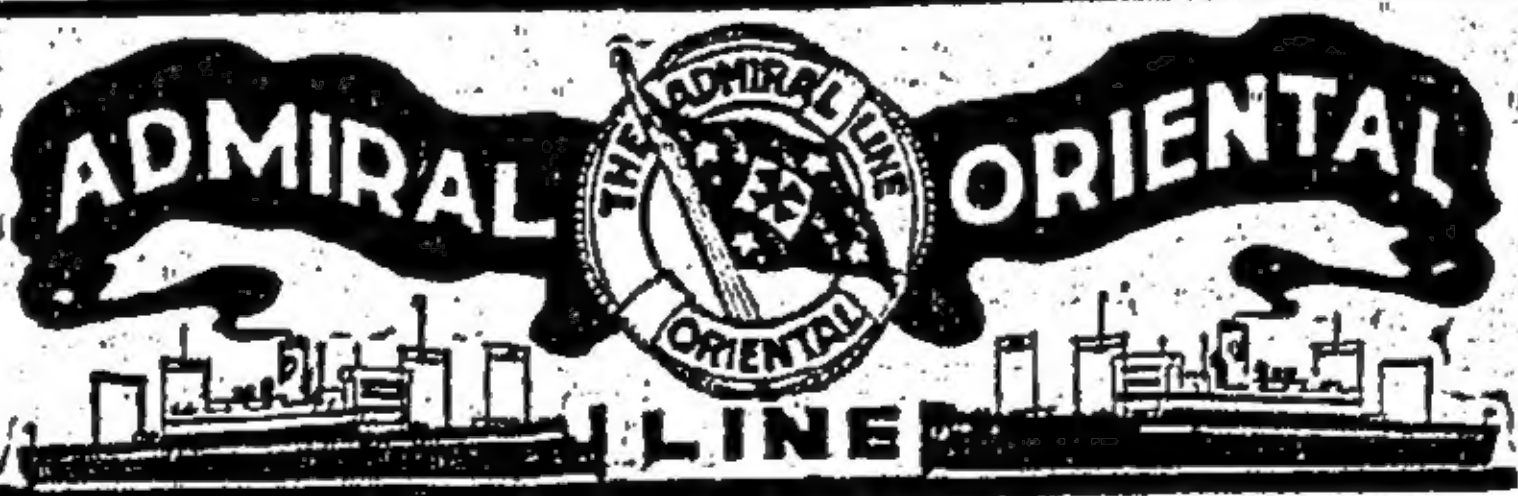
For full information regarding Passengers, Freight & Sailings, apply to: Agents at Canton: Y. TSUTSUMI, Manager, King's Building, Tel. No. C. 2374 & 2375. Messrs. T. E. GRIFFITH.

COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS. S.S. "ISLA DE PANAY" ... 8th Feb., 1924. For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA. S.S. "ISLA DE PANAY" ... 19th Jan., 1924.

The steamers of this Company are all classed 400 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers. Stewards and Doctor carried. For Freight and/or passage apply to: BOTELHO BROS., Alexandra Building, Hongkong.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER THE NEW FAST AMERICAN STEAMERS TO SEATTLE & VICTORIA

"PRESIDENT GRANT" ... Jan. 5th.
"PRESIDENT MADISON" ... Jan. 17th.

TO EUROPE-£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Motor Cars and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT GRANT" ... Dec. 27th.
"PRESIDENT MADISON" ... Jan. 8th.

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper are on file in ADMIRAL ORIENTAL LINE OFFICES, New York, Chicago, Seattle.

For Passage and Freight Booking apply to: ADMIRAL ORIENTAL LINE. Hongkong and Shanghai Bank Building (Ground Floor). Telephone: Central 2477 & 2478. No. 4, Des Voeux Road.

PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS-UNITED STATES SHIPPING BOARD

TRANS-PACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" ... Sunday, Jan. 13th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER, PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT

SAN FRANCISCO
LOS ANGELES
SALT LAKE
CHICAGO
NEW YORK

CONNECTING WITH ANY

DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT

YOSEMITE
GRAND CANYON
FEATHER RIVER
YELLOW STONE PARK
NIAGARA FALLS

HONGKONG-MANILA

S.S. "PRESIDENT WILSON" ... Friday, Jan. 4th, at 4 p.m.
S.S. "PRESIDENT LINCOLN" ... Wednesday, Jan. 23rd, at 4 p.m.

HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG & RANGOON.

S.S. "LAKE GITANO" ... Friday, Jan. 4th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: HOLYOAK MASSEY & CO., LTD.
"SOLANO" 2323



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports. Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada. Through passage rates to Europe via America G-8406, G-8420, G-8440.

KAGA MARU ... Tuesday, 8th Jan., at 11 a.m.
ITO MARU ... Monday, 29th Jan.

MAISELLES, LONDON & ANTWERP via Singapore, etc.
HAKONE MARU ... Wednesday, 16th Jan., at 11 a.m.

HAMBURG via LONDON & HOTTENHAM.
LIVERPOOL via MAISELLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, etc.
YOSHINO MARU ... Wednesday, 16th Jan., at 11 a.m.
AKI MARU ... Wednesday, 13th Feb.

ELLERMAN BUCKNALL STEAMSHIP COMPANY, LTD

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF PARIS" 2nd January Marseilles, London, Rotterdam
Hamburg & Hull.

PASSENGER SERVICE.

"CITY OF PARIS" 2nd January Marseilles, London, etc.
"CITY OF CANTERBURY" 13th January Shanghai & Kobe.
"CITY OF CANTERBURY" 21st February Marseilles, London, etc.
"CITY OF YORK" 30th March Do.
"CITY OF CAIRO" 18th April Do.

FARES TO LONDON.

1st Class "A" £2 92 "B" £2 84 2nd Class "A" £2 62 "B" £2 55.
"C" £2 161 "D" £2 147 "A" £1 108 "B" £1 98.
Cargo Steamers, Saloon Passage £56.

For further particulars apply to THE BANK LINE LTD.

HOLYOAK, MASSEY & Co., Ltd., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"COLORADO" 1st Jan. via Suez Canal 4th Jan. 1924.
"PELEUS" 1st Jan. via Suez Canal 15th Jan. "
"LANGTON HALL" 1st Jan. via Suez Canal 25th Jan. "

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Hongkong.	Probable Sailing from Hongkong for Marseilles.
PAUL LEGAT	30th Nov.	7th Jan. 1924.
ANDRE LEBON	14th Dec.	21st Jan. "
AMBOISE	28th Dec.	4th Feb. "
CORDILLERE	1st Jan.	18th Feb. "
ANGERS	15th Jan.	3rd Mar. "

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).
A Class (1st Class) £5 0s. 0d. B Class (1st Class) £3 0s. 0d.
C Class (2nd Class) £2 0s. 0d. D Class (2nd Class) £1 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Transit at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

"MEINAM" loading for MANILA, MARSEILLES, HAVRE,
ANTWERP, & DUNKERQUE about 11th January, 1924.

Also through Bill of Lading issued to HESLINGS, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to MESSAGERIES MARITIMES CO.,

Telephone: Central 740. 3, Queen's Building.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers (having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

SWATOW, AMOY & FOOCROW

AND RETURN

(Occupying 9 or 10 Days)

"HAICHING" Capt. F. J. Gill Friday, 28th Dec., at 1 p.m.
"HAIHONG" Capt. W. G. Parsons Wednesday, 2nd Jan., at 12 Noon.

Calling at Amoy for Passengers only.

Arrive and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Manager

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.

THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET, HONGKONG

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, AND SIA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KAISAR-I-HIND"	11,430	25th Dec. Noon	B'way, Mars, Gib, L'don & A'warp.
"KHIVA"	8,097	12th Jan.	Marseilles, London & Antwerp.
"SICILIA"	8,813	18th Jan.	Spore, Penang, Colombo & B'way.
"MACEDONIA"	11,098	25th Jan.	B'way, Mars, London & Antwerp.
"KASHGAR"	8,840	9th Feb.	Mars, L'don & A'warp.
"SOUJAN"	8,696	13th Feb.	Spore, Penang, Colombo & B'way.
"MOREA"	10,911	23rd Feb.	B'way, Mars, London & Antwerp.
"KARMALA"	9,098	8th March	Mars, London & Antwerp.
"NALDERA"	15,993	22nd March	B'way, Mars, L'don & A'warp.
"SICILIA"	8,813	28th March	Spore, Penang, Colombo & B'way.
"KHYBER"	8,014	5th April	Marseilles, London & Antwerp.
"CHINA"	7,953	19th April	do.
"SOUJAN"	8,696	26th April	Spore, Penang, Colombo & B'way.
"KALYAN"	9,118	3rd May	Marseilles, London & Antwerp.
"KASHMIR"	8,960	17th May	do.
"KHIVA"	8,097	31st May	do.

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	8,949	25th Dec., 1 p.m.	Singapore, Penang & Calcutta.
"TORILLA"	5,205	22nd Jan.	do.
"JAPAN"	6,053	2nd Feb.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	5,000	5th Jan.	Manila, Thursday Island, Cairns,
"ST. ALBANS"	4,500	2nd Feb.	Townsville, Brisbane, Sydney &
"EASTERN"	4,000	27th Feb.	Melbourne.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for Northampton and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"KASHGAR"	8,840	30th Dec., 5 p.m.	Shanghai, Moji & Kobe.
"TORILLA"	5,205	31st Dec.	Amoy, Shanghai, Moji & Kobe.
"SICILIA"	8,813	7th Jan.	Shanghai, Moji & Kobe.
"JAPAN"	6,053	7th Jan.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	8th Jan.	Moji & Kobe.
"MOREA"	10,911	12th Jan.	Shanghai, Moji & Kobe.
"KARMALA"	9,098	20th Jan.	do.
"SOUJAN"	8,696	1st Feb.	Shanghai.
"EASTERN"	4,000	2nd Feb.	Moji & Kobe.
"NALDERA"	15,993	9th Feb.	Shanghai, Moji & Kobe.
"KHYBER"	8,014	23rd Feb.	do.
"CHINA"	7,953	8th Mar.	do.
"ARAFURA"	5,000	5th Mar.	Moji & Kobe.
"SICILIA"	8,813	13th Mar.	Shanghai.
"KALYAN"	9,118	19th Mar.	Shanghai, Moji & Kobe.
"KASHMIR"	8,960	4th Apr.	do.
"SOUJAN"	8,696	9th Apr.	Shanghai.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must deliver their own Hotel expenses at Singapore while waiting the on carrying steamer.
First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG. Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "GAELIC PRINCE" 9th Jan., 1924.

S.S. "GOTHIC PRINCE" 28th Jan. "

For freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

(Incorporated in Great Britain)

Telephone: Central 5185. St. George's Road, Hong Kong.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Suez and Port Said.

"ALTAI MARU" Sunday, 10th Feb.

RIO DE JANEIRO, SANTO & BUENOS AIRES—via Saigon,

Singapore, Colombo, Durban and Capetown.

"PAOMA MARU" Tuesday, 8th Jan.

BOMBAY via Singapore and Colombo.

"SHUNKO MARU" Sunday, 30th Dec.

"BORNEO MARU" (Calls at Penang) Friday, 4th Jan.

SAIGON, SINGAPORE & BANGKOK.

"BUSHO MARU" Wednesday, 2nd Jan.

CALCUTTA via Singapore and Rangoon.

"MALAY MARU" Thursday, 10th Jan.

VICTORIA, BATAVIA, TACOMA & VANCOUVER via Shanghai and

Japan Ports.

"MANILA MARU" Saturday, 10th Jan.

NEW YORK via Japan Ports, San Francisco and Panama.

"HAYRE MARU" Middle of Dec. from Shanghai.

"HAMBURG MARU" Middle of Jan.

JAPAN PORTS—Moji, Kobe, Osaka, Yokohama & Nagoya.

KEELUNG via SWATOW & AMOY.

"KATO MARU" Sunday, 30th Dec., 10 a.m.

"AMARU MARU" Sunday, 6th Jan., 10 a.m.

TAKAO, SWATOW & AMOY.

"SOSHU MARU" Thursday, 3rd Jan., 8 a.m.

TAKAO & KEELUNG.

"SOUBAYAMA MARU" Friday, 4th Jan.

For further particulars please apply to—

OSAKA SHOSHEN KAISHA

K. SHIMA, Manager.

Telephone Nos. 4088, 4089, 4090

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
PAKHOI & HAIPHONG	"YUNNAN"	On 27th Dec., 10 a.m.
SWATOW & SHANGHAI	"KANCHOW"	On 27th Dec., 10 a.m.
HONGKONG	"KANCHOW"	On 27th Dec., 10 a.m.
HONGKONG	"CHIN HUA"	On 27th Dec., Noon.
HONGKONG & SINGAPORE	"LUCHOW"	On 27th Dec., D.L.
SHANGHAI & TSINGTAO	"NEWCHOW"	On 1st Jan., D.L.
AMOI & SHANGHAI	"KWANGCHOW"	On 1st Jan., 10 a.m.
SWATOW & BANGKOK	"TEAN"	On 2nd Jan., 4 p.m.
MANILA	"CHENAN"	On 3rd Jan., 10 a.m.
HAIPHONG & PAKHOI	"SOOCHOW"	On 4th Jan., 10 a.m.
SWATOW & SHANGHAI	"SHANTUNG"	On 5th Jan., D.L.
SHANGHAI & TSINGTAO		

SHANGHAI LINE—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Saturdays (via Swatow) and extending to Peking, Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Peking). Cargo taken on through Bill of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

HONGKONG LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

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